

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

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THURSDAY, APRIL 7, 1904.

四拜禮

號七月四英港香

330 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,310,000

Head Office: YOKOHAMA.  
Branches and Agencies:  
TOKIO, KOBÉ,  
NAGASAKI, LONDON,  
LYONS, NEW-YORK,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI,  
TIENSIN, NEWCHANG,  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.

Manager: H. HODSUMI.  
Hongkong, 11th March, 1904. [21]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Silver Reserve ..... \$6,500,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq., N. A. S. Esq.,  
E. Goetz, Esq., H. W. Slade, Esq.,  
A. Haupt, Esq., C. A. Tones, Esq.,  
H. Schubart, Esq., E. S. Wheeler, Esq.,  
E. Shellim, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH,  
Manager.

Shanghai—H. M. BEVIS,  
Manager.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th February, 1904. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... 1,000,000  
Paid up Capital ..... 324,374

HEAD OFFICE: HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq., J. Focke, Esq.,  
Creasy Ewens, Esq., G. C. Moxon, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 1/2 %  
Hongkong, 4th February, 1904. [18]

### THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow,  
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN) LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. SUTER,  
Sub-Manager.

Hongkong, 31st March, 1904. [25]

### TO LET.

NO. 1, RIFON TERRACE IN FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS IN MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, COM-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

" ROSENEATH," KOWLOON.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 6th April, 1904. [45a]

### TO LET.

No. 71, WYNDHAM STREET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice  
Houses, 4 Rooms, Bath Rooms, Out-  
houses and Verandahs. Only \$40 inclusive  
of Taxes.

WILD DELL BUILDINGS, No. 147,  
WANCHAI ROAD. Comfortable and Airy  
Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.  
And others to suit various requirements.

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.

Hongkong, 26th February, 1904. [49]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [46]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON, &c.	BALLAARAT C. R. Longden, R.N.R.	Noon, 9th April	See Special Advertisement.
SHANGHAI	MALTA C. L. Daniel	About 10th April	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID.	MALACCA A. F. Street	About 13th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th April, 1904. [4]

### IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*HAMBURG	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.
HAVERN	WEDNESDAY, 25th May.
OLDENBURG	WEDNESDAY, 8th June.
SACHSEN	WEDNESDAY, 22nd June.
ZIETEN	WEDNESDAY, 6th July.
SEYDLITZ	WEDNESDAY, 20th July.
BRUNNEN	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 17th August.

\* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of April, 1904, at Noon, the Steamship "HAMBURG,"  
of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAILS, PASSEN-  
GERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 11th April, Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 12th April, and  
will be received at the Agency's Office until NOON, on TUESDAY, the 12th April.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardses.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.

Hongkong, 7th April, 1904. [13]

## Intimations.

### GOLD REEF BRAND

# Pure Cream.

See future announcements.

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.  
Monthly Boarders accommodated on very moderate terms.  
For Particulars apply to  
THE MANAGER.

### MACAO AND CANTON HOTELS.

#### A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence  
to CANTON and back to HONGKONG, will be  
found interesting and enjoyable.

WM. FARMER,  
Proprietor.

## Intimations.

### Bovril is Strength.

In these days of increased commercial  
activity strength and perfect health are  
needed more than ever. Bovril taken  
regularly is most strengthening and sus-  
taining. It keeps the system in the  
very pink of condition.



37]

### JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Togawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mamada, Matsuyama,  
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, &c. N. INUZUKA, Manager, Hongkong.

### H. PRICE & CO.

WINE MERCHANTS,  
12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at  
a moment's notice.

Contracts made on special terms with  
Caterers, Committees, Messes and Captains of  
Steamers. All Wines, Spirits and Beers supplied  
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [41]

### AMERICAN WHISKIES.



Telephone  
No. 75.

OLD CREMOENE WHITE RYE.  
WATERMILL SOUR MASH.  
HIGH BALL KENTUCKY RYE.  
FINE OLD BOURBON (IDES).  
O. K. BOURBON.  
PURE AMERICAN RYE.  
MOUNT VERNON RYE.  
CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road.

Hongkong, 2nd April, 1904. [42]

### INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

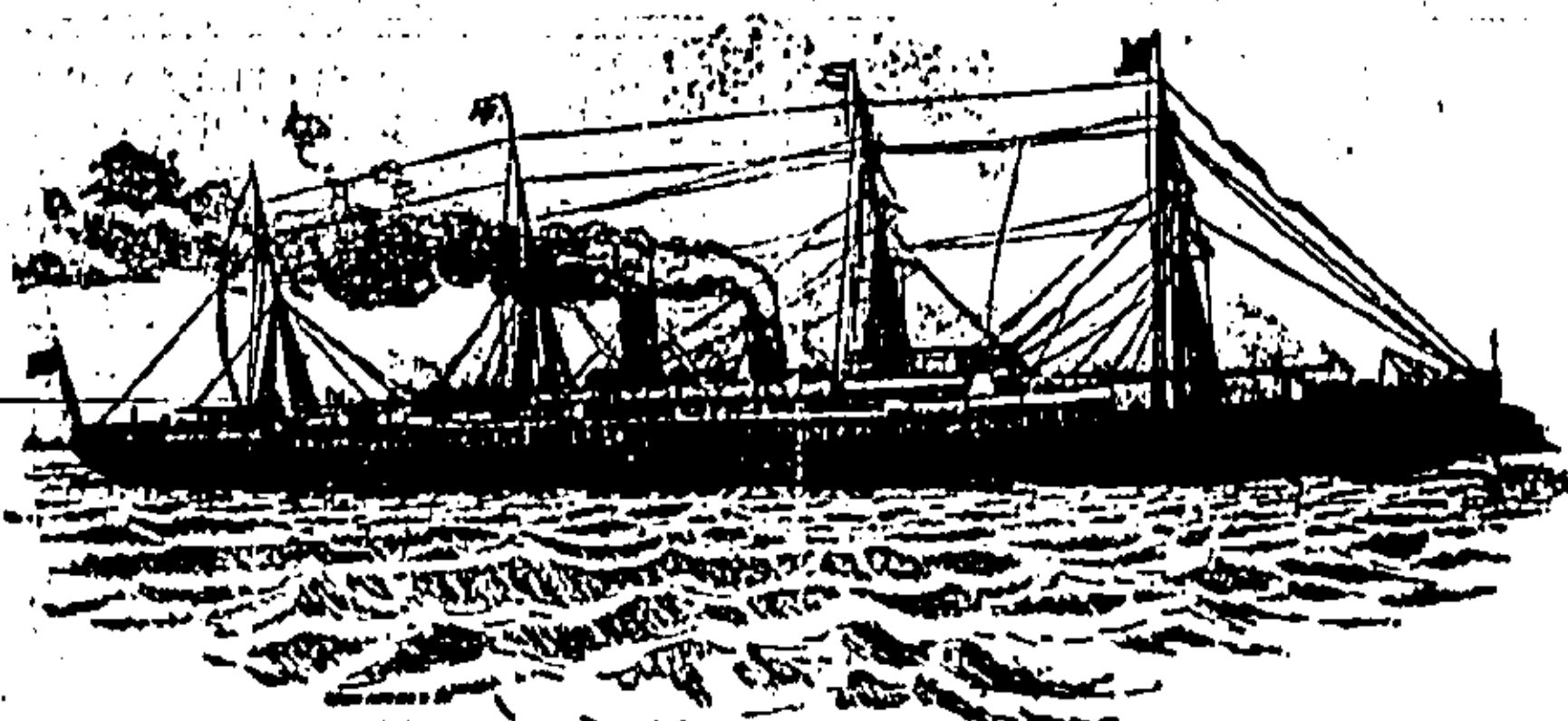
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.  
CONNAUGHT HOUSE

34]

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 16th April, at Noon.
"SIBERIA".....	11,284 ".....	SATURDAY, 30th April, at Noon.
"COPTIC".....	4,352 ".....	THURSDAY, 12th May, at Noon.
"KORBA".....	11,276 ".....	TUESDAY, 24th May, at Noon.
"GARLIC".....	4,205 ".....	SATURDAY, 4th June, at Noon.
"MONGOLIA".....	".....	THURSDAY, 16th June, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 28th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

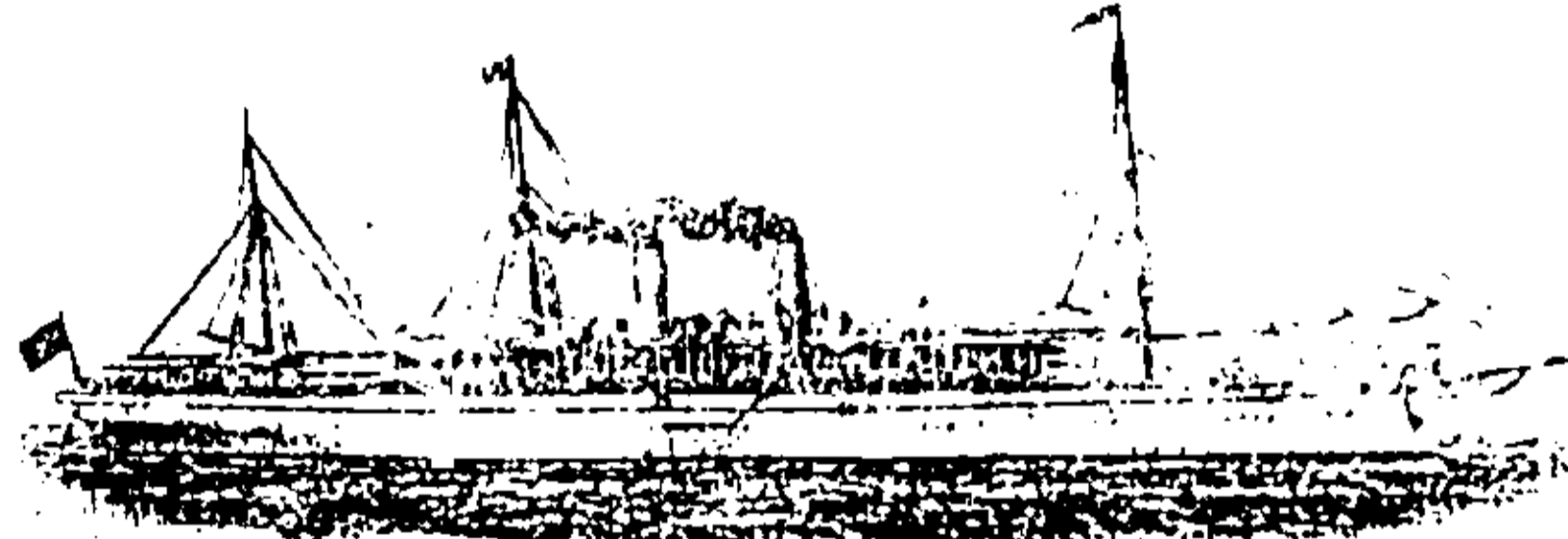
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

For further information, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th April, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.
"TARTAR".....	4,425 ".....	SATURDAY, 21st May.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 1st June.

Hongkong to London, 1st Class.....£60. Via New York £62.

Hongkong to London, Intermediate and 2nd Class.....£40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street.

Hongkong, 6th April, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA.....	HAMBURG.	14th April. Freight.
Schulke.....	(Calling at SINGAPORE and COLOMBO).	25th April. Freight.
SUEVIA.....	HAVRE and HAMBURG.	8th May. Freight.
von Döhren.....	(Calling at SINGAPORE and PENANG).	17th May. Freight.
ARTEMISIA.....	HAVRE and HAMBURG.	31st May. Freight and Passengers.
Gronmeyer.....	(Calling at SINGAPORE and COLOMBO).	14th June. Freight.
MARBURG.....	HAVRE and HAMBURG.	
Stern.....	(Calling at SINGAPORE and PENANG).	
STRASSBURG.....	HAVRE and HAMBURG.	
Madsen.....	(Calling at SINGAPORE and COLOMBO).	
SEGOVIA.....	HAVRE and HAMBURG.	
Fück.....	(Calling at SINGAPORE and PENANG).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 5th April, 1904.

GO TO THE  
**KOWLOON HOTEL,**  
KOWLOON, J. W. OSBORNE,  
Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,363 tons.....	Captain R. D. Thomas.
"POWAN,".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN,".....	2,260 ".....	W. A. Valentine.
"HANKOW,".....	3,073 ".....	C. V. Lloyd.
"KINSHAN,".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.  
S.S. "HEUNGSHAN,".....1,998 tons.....Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.  
Departures on Sundays at 12.30 P.M.  
Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....219 tons.....Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.  
S.S. "SAINAM,".....588 tons.....Captain B. Branch.  
"NANNING,".....509 ".....C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

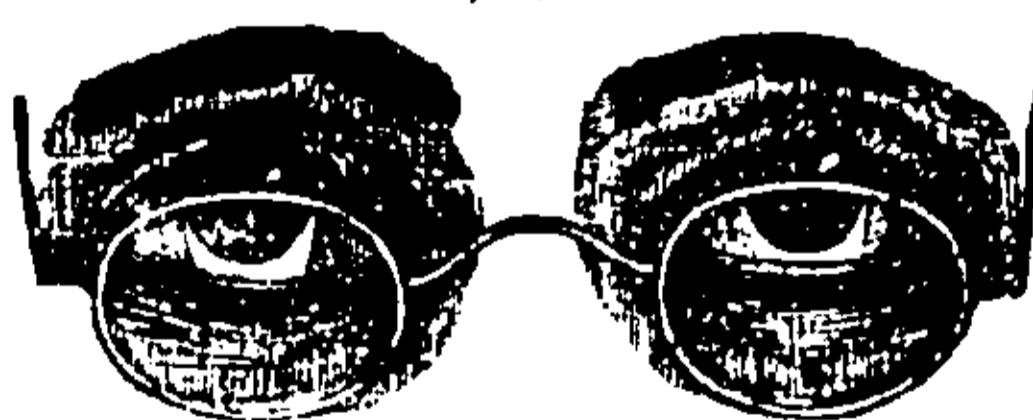
For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[29]

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1901.

[44]

## For Sale.

FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS  
OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for  
GASOLINE AND GAS  
LAMPS  
at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,

Hongkong, 2nd April, 1904.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the  
Continental Hospitals by Rector, Rodan, Joliet, Velpeau,  
and others, cures all the diseases to be sought in a  
medicine of the kind, and surpasses everything hitherto  
employed.

**THERAPION No. 1** is a  
short time, often a few days only, removes all discharges from  
the urinary organs, effectively suppressing the disease, the use  
of which does irreparable harm by laying the foundation of  
sterility and other serious diseases. In dysentery, piles,  
infectious diarrhoea, haemorrhoids, cough, bronchitis, asthma, and  
some of the more trying complaints of this kind, it will be  
found astonishingly efficacious, affording prompt relief  
where other remedies have been powerless.

**THERAPION No. 2** is used  
for the cure of the most serious and dangerous diseases of  
the joints, secondary symptoms, gonorrhoea, rheumatism,  
and all diseases for which it has been too much a fashion  
to employ mercury, arsenic, &c., to the detriment of the  
sufferer's health and rate of health. This preparation  
purifies the whole system through the blood, and thoroughly  
eliminates every poisonous matter from the body.

**THERAPION No. 3** for serious  
exhaustion, impaired vitality, sleeplessness, and all the  
distressing consequences of early error, excess, residence in  
hot, unhealthy climates, &c. It possesses surprising power  
in restoring strength and vigor to the debilitated.

**THERAPION** is sold by the pri-  
mary Chemists and  
Merchants throughout the world. Price in England 4/6  
6d. per bottle, state which of the three numbers is re-  
quired, and observe above Trade Mark, which is a fac-  
simile of word "Therapion" as it appears on the French  
bottle. It is sold in Hongkong by Rector, Rodan, Joliet, Velpeau,  
and others, and is not to be confused with any other  
preparation, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,  
Hongkong, China and Manila.

Hongkong, 2nd April, 1904.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 576.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

## NOTICE.

WINDSOR GARDEN RESTAURANT,  
WONG-NEI-CHUNG ROAD,  
Happy Valley.

THE Partnership existing in the business of  
the above Restaurant between myself  
and F. HUBER has been this day DISSOLVED,  
and I shall be no longer responsible for any  
Debts incurred by the said F. HUBER in  
the name of the Partnership after this date.

Dated the 5th April, 1904.

MAX JACOBS.

NOTICE is hereby given that the  
WINDSOR GARDEN has been  
CLOSED until further notice.

FRED. HUBER,  
One of the Joint-Lessees.

Hongkong, 5th April, 1904.

[475]

THE HONGKONG  
STUDIO,

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1]

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1903.

[15]

## A WONDERFUL DISCOVERY.

This is the great French and scientific  
all-medicine, discovered by the scientific  
for the comfort and happiness of man. Science has  
indeed made great strides during the past century,  
and among the by no means least important  
discoveries in medicine comes that of Therapion,  
preparation of which will be found in another  
column. This preparation is unquestionably one  
of the most genuine and reliable patent medicines  
ever introduced, and has, we understand, been used  
in the Continental Hospitals by Rector, Rodan,  
Joliet, Velpeau, Malsouneuve, the well-known  
Chirac, and indeed by all those who are  
recognized as authorities in their respective  
branches. It is a medicine of the highest order,  
the celebrated Lallemand, and Roux, by whom it  
was some time since uniformly adopted, and that  
it is worthy the attention of those who require such  
a remedy we think there is no doubt. From the  
time of Aristotle downwards, a potent agent in the  
removal of these diseases has been the use of the  
Therapion (stone) been the object of search of some  
helpful, generous mind, and far beyond the mere  
power—if such could ever have been discovered—of  
transforming the base metals into gold is surely  
the discovery of a remedy so potent as to replenish  
the fading energies of the confirmed and in the  
one case, and in the other so effectively, speedily  
and safely to expel from the system without the  
aid, or even the knowledge of a second party, the  
poisons of acquired or inherited disease, and their  
poisonous forms as to leave no taint or trace behind.  
Such is the New French Remedy Therapion, which  
may certainly rank with, if not take precedence  
of, many of the discoveries of our day, about which  
no little ostentation and noise have been made,  
and the extensive and ever-increasing demand that  
has been created for this medicine wherever it is  
known appears to prove that it is destined to cast  
into oblivion all those questionable remedies that  
were formerly the sole reliance of medical men.  
Therapion may be obtained in England, direct  
from the proprietor, and of the principal Chemists  
and Merchants throughout the Colonies, India,  
China, Japan, &c., not even excluding such remote  
places as Central Africa, the Fiji Islands, &c.  
H. A. Watson & Co., Diamond Fields Advertiser, Kimberley

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cauden's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superiores will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the Military Authorities that PRAC-  
TICE with 15-pr. B. L. guns will be carried  
out from the road near Saiwan Hill in a direc-  
tion South-East on to Dragon's Back, and with  
4.7" Q. F. guns from Lyemun in a direction  
North-East across the sea on to High Junk  
Peak on the 8th April, 1904, between the hours  
of 10 A.M. and 2 P.M.

By Command,  
A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 30th March, 1904.

[454]

## POSITION WANTED.

A GENTLEMAN with long experience as  
MANAGER in Import Banking and  
Life and Fire Insurance business, Correspond-  
ent in several modern Languages, and having  
good number of Business relations, is desirous  
of obtaining a position in a Mercantile Firm,  
or to make some arrangement with a business-  
man likely to establish.

Apply to—

J. L.,  
C/o The Hongkong Telegraph.

Hongkong, 6th April, 1904.

[478]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
Price \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1903.

[44]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

16, DES VUEUX ROAD, CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAUHEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DA

## Intimations.

## DIABETIC

Patients will hear of something to their advantage, by writing to the Diabetic Institute, St. Dunstan's Hill, London, E.C.

NOTHING TO PAY.

[474]

## Entertainment.

## EVENT OF THE SEASON.

## CITY HALL.

**SHORT SEASON ONLY**  
Commencing APRIL 11th, MONDAY,  
After a Brilliant and Successful Season in  
South Africa, Ceylon and India,  
Mr. M. B. LEAVITT'S Elite Anglo-American

## TROUBADOURS

A Select Company of High Class Vaudeville  
and Comedy Artists in a refined Entertainment,  
the Ideal Features and choicest Gems of Polite  
Vaudeville Music, Comedy and Burlesque  
Brilliantly Blended.

presenting the following Artists.  
Miss GEORGIA PUTNAM  
The Handsome American Burlesque Artist.

Miss HELEN COLLINS  
The Accomplished English Comedienne,  
The Beautiful American Model.

MLE. LENORE  
In Artistic and Classic Poses.

The Popular Vocalist and Soubrette  
Miss VIOLET CHARD  
In the Latest Song and Dance Successes.

The Favourite London Comedian Vocalist and  
Dancer  
Mr. GEO. VICTOR LOYDALL  
The Funniest Comedian that has ever appeared  
in the East from the Gaiety Theatre, London.

Mr. WILL LANSOWNE  
The well-known Baritone Vocalist and Operatic  
Artist from the Savoy Theatre, London.

Mr. WILLIS TAYLOR  
The Favourite American Author, Composer  
and Pianist.

An Evening's Enjoyment of FRIVOLITY,  
JOLLY and FANTASY.  
Everything New, Bright and Up-to-date  
As an Extra Special Attraction  
Mr. Leavitt has added the World-famed  
MYSTERIOUS ZANCIGS

Who will nightly appear in their Wonderful  
Entertainment of  
MENTAL TELEPATHY,  
the Strongest, most Novel and Attractive  
Entertainment now touring the World.

Popular Prices of Admission.  
Booking and Plan at  
ROBINSON PIANO CO., LD.  
Hongkong, 6th April, 1904. [476]

## Auctions.

## GOVERNMENT NOTIFICATION.

**PARTICULARS AND CONDITIONS**  
of the letting by Public Auction Sale, to be  
held on MONDAY, the 11th day of April,  
1904, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Officer Administering the Government,  
of One Lot of CROWN LAND at Conduit  
Road, in the Colony of Hongkong, for a term  
of 75 years, commencing from the 10th day  
of July, 1899.

## PARTICULARS OF THE LOT.

No. of Sub- divisions	Locality.	Boundary Measurements.	Area in Squares	Annual Rent.	Upset Price.
1	Conduit Road	10' 0" x 10' 0" x 10' 0" x 10' 0"	100	50	1,800

Hongkong, 31st March, 1904. [458]

## GOVERNMENT NOTIFICATION.

**PARTICULARS AND CONDITIONS**  
of the letting by Public Auction Sale, to be  
held on MONDAY, the 11th day of April,  
1904, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Officer Administering the Government,  
of Two Lots of CROWN FORESHORE and  
Sea Bed at Shaukiwan, in the Colony of  
Hongkong, for a term of 75 years, with the  
option of renewal at a CROWN RENT to be  
fixed by the Surveyor of His Majesty the KING,  
for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sub- divisions	Locality.	Boundary Measurements.	Area in Squares	Annual Rent.	Upset Price.
1	Shaukiwan	10' 0" x 10' 0" x 10' 0" x 10' 0"	100	50	2,500
2	Shaukiwan	10' 0" x 10' 0" x 10' 0" x 10' 0"	100	50	2,500

Hongkong, 31st March, 1904. [459]

**BIG CIGARETTES**  
MEN & WOMEN  
A new and improved  
cigarette, made of the  
finest tobacco, and  
packaged in a  
convenient and  
attractive case.  
SOLD BY EVERYWHERE.  
Circular mailed on request.  
HONGKONG PIANO CO., LTD.  
10, ROBINSON ROAD, HONGKONG.

## Intimations.

## YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged, and deluded, especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

## WAMPOL'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dallé of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

## SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine, most efficacious, because absolutely pure English Oil.  
Full directions. All Chemists.  
Insist on Savarasse's.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 30th September, 1903.

## THE ANDAMAN CONVICTS.

## STORY OF THE SETTLEMENTS.

BY MAURICE V. PORTMAN.

Lord Curzon's contemplated visit to the Andaman Islands will be the first which a Viceroy has paid to that region since the assassination of the Earl of Mayo by a convict on the 8th of February, 1872. This narrow strip of Islands, extending southwards from the Cape Negrais, contains some of the most beautiful scenery in the East. The last view on which Lord Mayo looked from the summit of Mount Harriet, the sun setting over the Labyrinth Islands and the harbour of Port Blair below him, has few equals.

For strategic purposes in 1789, during our wars with France, the Andamans were annexed by Great Britain. Before that time they were known merely as a resort of Malay pirates and as being inhabited by ferocious savages. After the annexation a small penal settlement was established by Lieutenant Blair in the present harbour of Port Blair. It thrived exceedingly well till, in an evil moment, the Governor-General was persuaded to transfer the settlement to a large harbour in the north of the group, almost surrounded by mangrove swamps, where the sick and death rates were so high that the place was closed in 1795. In 1824 that northern harbour, Port Cornwallis, was made the rendezvous for the Fleet proceeding to Burma for the first Burmese War. Captain Marrayat, the novelist, distinguishing himself by his arrangements for watering the vessels under great difficulties.

DISPOSAL OF CRIMINALS.  
The habit of the Andamanese of massacring the crews of any ship which touched at their islands led the Government of India to consider the need of a reoccupation. Owing to the outbreak of the Mutiny the scheme for that step hung fire until the close of 1857, when Dr. Mouatt was despatched to examine the harbour, so as to find one suitable for a penal settlement in which the convicted mutineers could be kept a safe distance from India. The harbour of Port Blair, Lieutenant Blair's original choice, was fixed on, and in April, 1858, Dr. Walker, the newly-appointed superintendent, arrived with the first batch of convicts. The records of those days are marvellous reading. There was an insufficient garrison, there were hostile savages, there was sickness, and a turbulent and a desperate body of criminals, the adequate control of whom necessitated the sternest discipline, this combination of elements favourable to unrest culminated in an attempted rising for which eighty-eight men were hanged in one morning. The Indian garrison was insufficient, and there followed a period of less severe discipline, during which the quiet was restored and the opening up of the country begun. Under General Stewart (the late Field-Marshal Sir Donald Stewart) the settlement was reorganised on strict but just lines. From 1875 to 1890 great strides were made in the

development of such natural resources as the islands possess, and the general health and discipline of the community were satisfactory. The Government of India, with a laudable but a misguided desire for a reform, decided in 1890 to reintroduce the Indian system as far as possible. Orders were given to build huge cellular and associated gaols. This discipline was to be more strict and repressive, the old idea of making the settlement a reformatory rather than a prison appeared to be abandoned, and all progress was stopped. Among other changes the deportation of term convicts to the Andamans was forbidden. General Stewart had held the opinion that a settlement composed entirely of life convicts could not be safely worked with the small guards supplied, and the Government of this day acceded to his request for term convicts. Lord Curzon had only been in office a few months when this question was resubmitted to him by the superintendent of Port Blair, who found the same difficulty which had been experienced by General Stewart. General Stewart's arguments were again considered. The Viceroy cancelled the orders passed by the Government of his predecessors, and has permitted term convicts to be transported. Much is anticipated by the local authorities Port Blair from the expected visit of Lord Curzon.

## CONVICT LIFE AND NATIVE RACE.

The life of a convict in the great Indian penal settlement is not unduly harsh. For six months after his arrival he is in a cell in a prison, and afterwards works for eighteen months in an associated gaol. Should his conduct be good he joins one of the many gangs who clear jungle, cut firewood, make roads, and do the thousand and one jobs necessary to the development of a colony. After five years, always with good conduct, he receives a small allowance of money, paid monthly, and spent on permitted luxuries. The man may be in domestic service, or be a petty officer in charge of convicts. A life convict may after ten years obtain a self-supporter's ticket, may marry, may receive an allotment of land, and may live a fairly free life. The convict may also, except in bad cases, obtain his release after twenty years and return to India, a wise enactment which was passed by Lord Northbrook and which gives the "lifer" something to hope for, thus relieving the settlement from the danger which would arise from a combination of a large number of desperate men.

Convicts may be seen in many places, but only in the Andamans—and even there in very small numbers now—are to be met the Andamanese, one of the most interesting scientifically and most charming personally of all savage races. Pure negroes, with ebony black skins, the blackness extending to lips, nostrils, and the roofs of their mouths, small, with finely shaped hands and feet, and without in many instances the typical negroid features, the Andamanese were long a puzzle to the learned. The Malays said they were the hanumans or monkey people while Marco Polo and others attributed to them dogs' heads and tails. All comers were sure that these natives were cannibals, and up to fifty years ago many thought them the descendants of Negro slaves who had suffered shipwreck. As independent inquiry in different countries was made, however, it was ascertained that there had inhabited a large portion of the earth a great negroid race, living a nomadic life, and that of this race, the traces of which still existed, the purest specimens were the Andamanese. Probably the oldest race of unmixed blood on earth, with traditions reaching back to the time when its islands formed part of the mainland of Burma, this people is now rapidly becoming extinct, the inevitable result of its contact with a "civilisation" such as a settlement of convicts must bring. The Andamanese have always been ferocious through ignorance and fear, and they have suffered much at the hands of Malay slave-traders. Cannibals they never were, and when once known more pleasant companions in the own jungles and on their reefs could not be found. The Jarawa tribes have still resisted all attempts on the part of the settlement officials to establish friendly relations, and only in 1886 was the tribe on the Little Andaman subdued.

An interesting island about seventy-five miles from Port Blair is the quiescent volcano called Barren Island, a perfect specimen of a marine volcano rising abruptly from deep water to a height of eleven hundred feet. The outer slopes are covered with jungle, and only on the north-west side, where a rift in the hill occurs, can the imposing central cone be seen. It was last active about the year 1830, but no accurate records have been kept. When Dr. Mouatt saw it in 1857 it appeared much as at present.

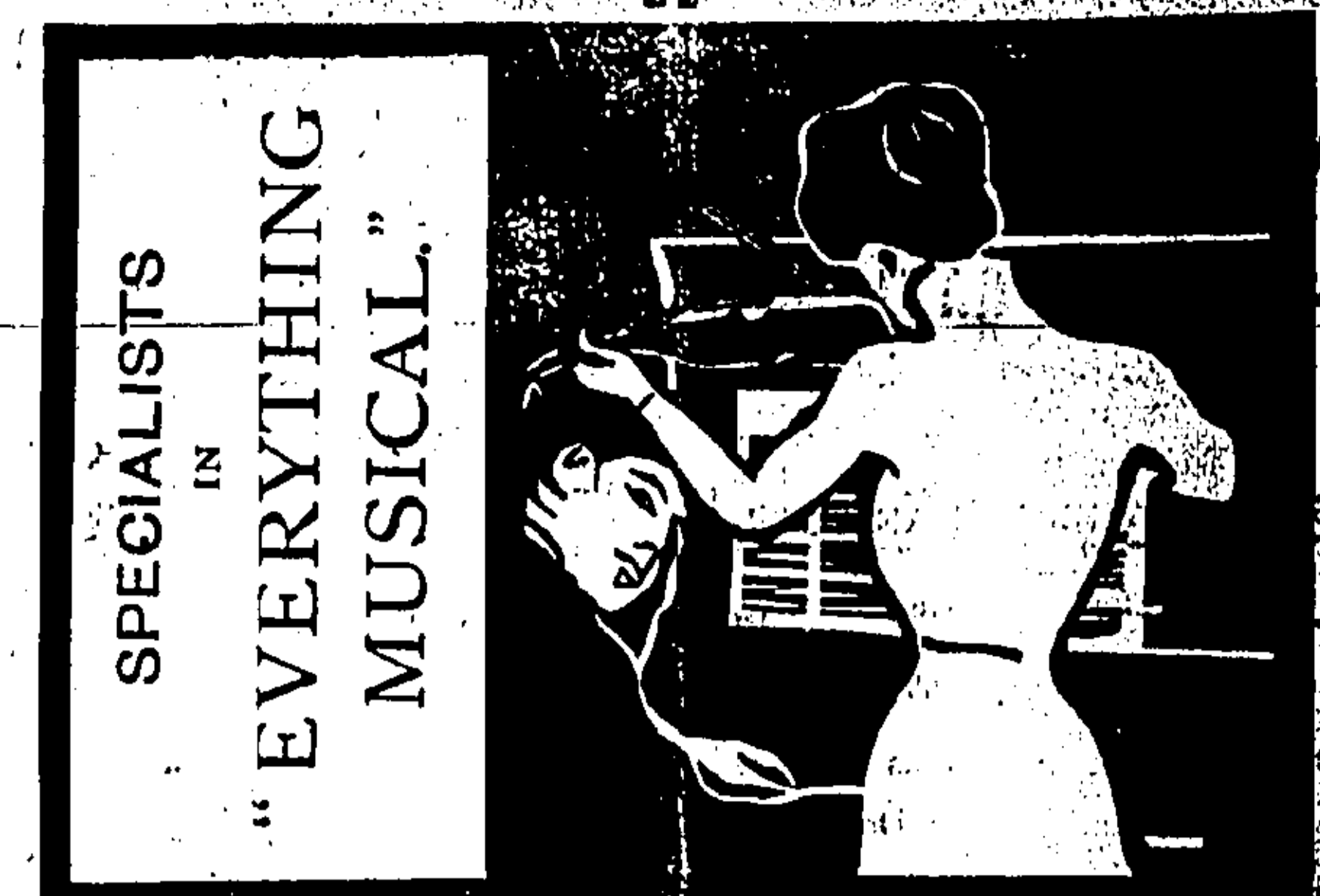
## PLACE OF ORIGIN OF CYCLONES.

Under the same Government as the Andaman group are the Nicobar Islands, which lie farther to the south and form the remainder of the chain from Burma to Sumatra. They were formerly the property of Denmark, but were occupied by the British in 1869 in consequence of the piracies of the Nicobarese, a cruel, lazy, Malayo-mongoloid race. For some years a small penal settlement was maintained on Nancowry Island as a branch of the one in Port Blair. But the sick and death rates were so high and the troops in the garrison suffered so greatly, that the settlement was closed, and only a native agent now represents British authority. On Car Nicobar, where the natives are the most enlightened, is a mission station, and a little headway has been made there against the cruel superstitions of the people. Unlike the Andamanese, who are solely hunters, the Nicobarese own groves of coconut palms and other fruit trees, and have a small trade with Burmese, Malays, and others. Masters and owners of vessels declare that the two groups of islands are the place of origin of the cyclones which annually wreak havoc among the shipping of the Bay of Bengal.

With such a reputation and with little natural wealth, as far as is at present known, one of the fairest spots in the Empire will, it seems probable, remain a penal settlement and nothing more.—*Morning Post.*

## Intimation.

## The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

AMERICAN POTATOES,  
EX S.S. "CHINA."

"RED RIVERS" AND "BIRBANKS."  
FOR SALE  
By WOO CHEONG,  
Central Market.

Hongkong, 29th March, 1904. [445]

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

DR. M. H. CHAUN,  
27, DES VŒUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd January, 1904. [58]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central.  
Hongkong, 9th February, 1903. [57]

## TSU FAN

DENTIST.  
PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904. [56]

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
CLASS FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1904. [52]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

## "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by SATURDAY, the 9th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.  
E. W. TILDEN,  
Agent.  
Hongkong, 6th April, 1904. [1]

## BOSTON TOWBOAT COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"  
FROM TACOMA, SEATTLE, YOKO-  
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 5th April, 1904. [12]

FROM HAMBURG, BREMEN, ROTTER-  
DAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

## "ARTEMISIA."

Captain Gronmeyer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA-LINIE,  
Hongkong Office.  
Hongkong, 5th April, 1904. [47]

## To be Let.

## TO LET.

ONE OFFICE ROOM on second floor,  
Prince's Buildings.  
Apply to—  
REUTER, BROCKELMANN & Co.  
Hongkong, 6th April, 1904. [479]

## TO LET.

MEIRION, Nos. 1 and 2,  
BOWRING VILLAS, No. 2.  
Apply—  
HUGHES & HOUGH;  
8, Des Vœux Road.  
Hongkong, 2nd April, 1904. [469]

## TO LET.

A HOUSE IN KNUTSFORD TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 28th March, 1904. [439]

## TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 26th March, 1904. [436]

## TO LET.

A SMALL OFFICE, in Central of DES  
VŒUX ROAD.  
Apply to—  
"B. C."  
C/o Hongkong Telegraph.  
Hongkong, 15th March, 1904. [379]

## TO LET.

NO. 6, BARROW TERRACE, KOWLOON.  
Available 1st March.  
Apply to—  
THE SAM WANG CO., LD.  
Hongkong, 5th February, 1904. [318]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

## "FORMOSA."

FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which, date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 5th April, 1904. [14]

## S.S. "ANNAM"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Adour, Cordouan and Dordogne*, from Havre, ex s.s. *Adour and Dordogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon, TO-DAY, the 4th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 11th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 11th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 11th instant, at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th April, 1904. [19]

# **Intimations.**

## **WATSON'S TOILET PREPARATIONS**

### **WATSON'S GLYCERINE AND CAR-**

**BOLIC SOAPS** effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Caribolic Dog Soap is the best thing of its kind in the market.

### **WATSON'S TAI YEUK FONG HAIR**

**WASH** prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

### **WATSON'S ORIENTAL DENTI-**

**PRICE.** In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

## **A. S. WATSON & Co., LIMITED.**

### **THE HONGKONG DISPENSARY.**

### **MANUFACTURING CHEMISTS.**

ESTABLISHED 1841.

Hongkong, 26th March, 1904. [35]

TELEPHONE NO. 355.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1850.

## **A CHEE & CO., 祥利廣 17, QUEEN'S ROAD.**

## **FURNITURE DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## **PHOTOGRAPHIC DEPARTMENT.**

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

### **CYPRIDOL CAPSULES.**

**THE MODERN REMEDY for CON-**  
**TAGIOUS SKIN DISEASES** does  
not salivate or affect the gums like Mercury.  
Doctors recommend them.

BOTTLES of 50 Capsules...\$2.75 each

TO BE HAD AT

## **THE PHARMACY**

房藥 14, QUEEN'S ROAD, CENTRAL. 法中  
Hongkong.

A. STEVENSON,  
Chemist.

Registered by the Pharmaceutical Society.

Hongkong, 2nd April, 1904. [384]

# **NOTICE**

All communications intended for publication in  
The "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## **SUBSCRIPTION RATES (IN ADVANCE).**

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the  
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## **The Hongkong Telegraph**

HONGKONG, THURSDAY, APRIL 7, 1904.

## **LOCAL AND GENERAL.**

HONGKONG Bank shares have advanced to  
\$630 buyers.

THE German mail of the 2nd March was delivered  
in London on the 1st inst.

PRINCE Po Lun left Tokyo on the 28th ultimo en  
route for America, where he goes to visit  
the St. Louis Exhibition.

MR. Okasaki, of Kobe, has purchased the  
Dutch steamer *Hebeles* and re-named her the  
*Nichiy-maru*. She was transferred to the  
purchaser at Yokohama on the 16th ult.

U.S. ADMIRAL Cooper has changed his pen-  
nant from the cruiser *New Orleans* to the  
battleship *Wisconsin* which is hereafter the  
flagship of the United States Asiatic Fleet.

MR. Arnold Forster, the Secretary for War,  
in reply to a question in the House of Com-  
mons the other day, stated that the total British  
casualties (deaths) in the South African war  
was 20,620.

Two fatal cases of plague are notified as having  
occurred during the day ended noon to-day,  
one was from Moon Street and the other from  
Second Street. Since the beginning of the  
year there have been eleven cases.

OVER half a million gallons of American ke-  
rosene oil past the Kowloon Customs during  
October, November and December of last year.  
Compared with the same period of 1901 it is a  
falling off of more than 75 per cent.

THE Nippon Yusen Kaisha has chartered two  
more steamers in London. One of these the  
*Glossa*, sailed from England on the 12th ult.  
for Nagasaki, while the other one was to leave  
home by the end of March for either Nagasaki  
or Kobe.

THE erection and construction of a railway  
terminus and offices at Penang, for the Feder-  
ated Malay States Railway, will soon be taken  
in hand. It is now only a matter of a few years  
for through rail connection between Penang  
and Singapore.

THE total of dues and duties collected by the  
Kowloon Customs during the last quarter of  
1903 was Hk. Tls. 84,687 as against Hk. Tls.  
80,285 the same quarter of 1902. The figures for  
the Lappa district are Hk. Tls. 101,921 and  
Hk. Tls. 76,833, respectively.

THE French steamer *Annam* which left Shang-  
hai on Saturday took away about 450 passen-  
gers. Besides 100 men of the crew of the  
*Manjiour* she had a number of men belonging  
to the Russian vessels detained in Japan and  
numerous refugees from Korea and the north.

H.E. TSEN Chun Hsuen, Viceroy of Liang  
Kwang, has wired to Peking that he would  
undertake to raise funds for the construction of  
the railway in Kwangsi, to keep it from falling  
into the hands of a certain power, whose re-  
presentative has been for some time after the  
cession.

M. CHARLES HARDOUIN, *Chef de Cabinet* of  
M. Beau, Governor General of Indo China, will  
leave for France by the French mail that sails  
from Saigon on the 9th inst. It will be remem-  
bered that M. Har douin was formerly Consul  
for the Republic at Canton, and was particularly  
active in encouraging French commercial  
enterprise and in furthering the interests of  
that country in Kwangsi.

By kind permission of Lt.-Col. Iremonger  
and officers, the Band of the 93rd Burma  
Infantry will play the following programme  
of music, at the King Edward Hotel, during  
dinner, on Friday, the 8th April, (weather  
permitting).

March....."The Stars and Stripes for ever"..... Sousa  
Overture....."Romanticus"..... Keller  
Selection....."The Torsader"..... Caryl and More  
Cornet Solo....."Cradle Song"..... Laugel  
Selection....."Reminiscences of Wales"..... Godfrey  
Valse....."Réveuse"..... Follet  
Intermezzo....."Eudoria"..... Audé

God save the King.

FROM the middle of last March to the middle  
of September, 1903, 290 political prisoners  
passed through the central prison of Butyrki  
in Moscow. Two hundred and fifty-eight of  
these were men and 32 women. Ninety-three  
were guilty of belonging to the Russian  
Socialist party, 26 the Russian Revolutionary  
Socialists, and the rest of being connected in  
some way with oppositional movements.  
Twenty of the prisoners were dispatched to  
Siberia without trial, 13 were banished to  
Siberia for life, and the rest sentenced to  
various terms of imprisonment in Eastern  
Siberia.

AMONG the passengers en route to Hongkong  
by the C.P.R. steamer *Athenia* which is due  
here to-morrow is Captain Troubridge, until  
recently Naval Attaché to the British Legation  
in Tokyo, who is leaving for home. The Captain  
on leaving Tokyo for Yokohama received a hearty  
send-off at Shimbashi Station from a large number  
of foreign and Japanese friends, among those  
present being Sir Claude MacDonald, British  
Minister; Count von Tiro Valley, German  
Minister; Viscount Aoki, Admiral Viscount  
Ito, Chief of the Naval Board of Command;  
Admiral Ijima, Assistant Chief of the Naval  
Board; Admiral Miyabara, and other well-  
known men.

WE would direct the attention of readers to an  
announcement which appeared yesterday regard-  
ing the Sea View Beach House near Kobe.  
The house is well situated on the beach of the  
Inland Sea only six miles from Kobe and is  
highly respectable in all its appointments.  
The management cater for families, to whom a  
special reduction is made, and we should im-  
agine that intending visitors to the shores of  
this famous sea could not do better than pay a  
visit to Sea View Beach House during the  
coming season. It lies in a quiet spot away  
from the bustle of crowded hotels. A first-  
class cook has already been engaged, and the  
cuisine will be of the best, though if guests  
desire wines and spirits they must provide  
their own, as intoxicating liquors will not be  
sold on the premises.

"Who's Who Year Book, 1904," is to hand  
from Messrs. Adam and Charles Black, Soho  
Square, London. In response to numerous  
suggestions and requests the publishers have,  
this year, issued in book form under the above  
title, the tables which were formerly incorporated in  
"Who's Who," and which were deleted from  
time to time in order to make room for the large  
number of biographies. The price of the book  
is one shilling net. It contains all that anyone  
ordinarily wants of the information found in the  
various year-books; Parliamentary annuals;  
Foreign Office, Colonial, and Indian lists; be-  
sides including much miscellaneous informa-  
tion usually only to be gathered from very many  
different sources. Among the contents are  
tables of pseudonyms, peculiarly pronounced  
proper names, noble sons, societies, academic  
degrees, Government officials and many others.  
The book, in short, combines in itself the gist  
of the information given in many other publica-  
tions.

## **SANITARY BOARD.**

A meeting of the Sanitary Board was held  
this afternoon in the Board Room. Present:  
—The President (Hon. Dr. J. M. Atkinson,  
P.C.M.O.), Mr. P. Jones, (Vice-President), Mr.  
Ahmet Rumjahn, Mr. Lau Chu Pak, Dr.  
Pearse (Acting M. O. H.), Dr. Barnett (As-  
sistant M. O. H.), Col. Webb, Mr. F. J. Hadeley,  
and Mr. T. A. Hammer, Acting Secretary.

The minutes of the previous meetings were  
confirmed.  
The President, moved:—  
That Donald John Mackenzie, Hubert John  
William Gidley and Horace Julian Knight be  
appointed for the purpose of carrying out the  
provisions of the bye-laws for the "Prevention  
or mitigation of epidemic, endemic or contag-  
ious disease" subject to the approval of His  
Excellency the Officer Administering the  
Government.

That Henry Thomas Jackman and Alfred  
Carter, acting sanitary surveyors, and Horace  
Julian Knight, and Herbert Pearson be deputed  
by the Board under section 30 of the Public  
Health and Buildings Ordinance, 1903, to  
institute summary proceedings before a magis-  
trate against any person contravening any of  
the bye-laws duly made under section 16 of the  
aforesaid Ordinance; and that the said Henry  
Thomas Jackman be authorised by the Board  
to issue certificates of occupation in respect of  
domestic buildings under section 84 of Ordinance  
No. 13 of 1901; and further  
That the said Henry Thomas Jackman,  
Alfred Carter, Horace Julian Knight, and  
Herbert Pearson be deputed by the Board  
under the provisions of section 256 of the  
Public Health and Buildings Ordinance, 1903,  
to institute summary proceedings before a magis-  
trate for the recovery of any penalty im-  
posed by part II of the said Ordinance or  
by any bye-laws made thereunder.

Mr. Rumjahn seconded.  
Carried.

## **THE SHOOTING OF THE CHINA SQUADRON.**

A correspondent writing to the *Navy League  
Journal* says in February issue of that paper:  
—"The inference is drawn from the statis-  
tics of the shooting of the China Squad-  
ron that on these figures one *Athenia* is equal  
to two *Venquances*. Such an inference is only  
legitimate if you know that both ships did their  
shooting under exactly the same conditions of  
weather, light, and marking. If you do not  
know this, I submit that such an inference is  
unjust, misleading, and mischievous. The  
only result of this sort of criticism is to make  
captains unwilling to carry out their shooting  
in any except the most favourable circum-  
stances possible."

# **CORRESPONDENCE.**

(We do not necessarily endorse the opinions expressed by  
Correspondents in this column.)

S. J. Action No. 422 of 1904.  
The Tak On Insurance Exchange & Loan  
Co., Ltd.

at.  
Fung Wai Shan.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
DEAR SIR,—The attention of our clients,  
The Tak On Insurance Exchange & Loan Co.,  
Ltd., has been drawn to the report contained  
in your issue of the 5th instant of this action,  
and in particular to the reported statements of  
Mr. Hastings, plaintiff's solicitor, to the effect  
that, "this year, however, the directors wrote  
him (the plaintiff) to the effect that as the busi-  
ness was greatly decreasing and there being  
fears of it not being able to continue for much  
longer if he (the plaintiff) had a better situation  
to take up he was at liberty to go."

In the course of the hearing, the plaintiff's  
solicitor produced the above letter and put in  
and read what purported to be a translation  
thereof bearing out the above statement.

Upon the letter in question being translated  
by the Court translator, however, it was cer-  
tified to mean as follows:—"This is to respect-  
fully inform you that at present we find  
your business getting very small re-  
cently, and this Company cannot employ  
you again. If you have better employment  
please select one, and draw at once \$15 as  
settlement of the 12th month's wages. This is  
to specially inform

Mr. Wai Shan.

Kwai Year 12th moon 1st day (Chop)

"Written by the various Directors."

The difference in meaning between the cor-  
rect translation and the one produced by the  
plaintiff's solicitor is so obvious that in justice  
to themselves our clients feel compelled to ask  
you to give publicity to this and so correct any  
erroneous impression of our clients' position  
and standing that may have been created by  
the statement above referred to.

Yours faithfully,

DEACON, LOOKER & DEACON.

Hongkong, 7th April, 1904.

## **THE HEALTH OF PAKHOI.**

Dr. J. H. Lowry's report, on the health of  
Pakhoi, for the half-year ended 31st March,  
1903, is printed in the Medical Reports of the  
Imperial Maritime Customs. Dr. Lowry says:  
—"The general health of foreigners has been  
fairly good during the past six months. Only  
four members of the Customs staff and one of  
the postal have been off duty through sickness.  
There has been one birth, the lady being on a  
visit from the neighbouring port; she was a  
multipara, and made a good recovery. The  
winter has not been a severe one—the usual  
northerly blows, which last three days, then the  
weather is mild again; the lowest reading of  
the thermometer was 3° F., on the 30th Jan.  
The rainfall has not been great; the largest  
quantity recorded was in the month of Decem-  
ber and March. Dengue was prevalent in the  
town during September, October, and Novem-  
ber; in the latter month I attended three Euro-  
peans, all living in the same house, situated on  
the Lienshow Road. One of the ladies stricken  
had not long recovered from her confinement.  
All three cases did well and the disease ran a  
simple course: there was much weakness after-  
wards, and in the case of the male patient  
there was much weakness of the knees for  
quite a time after. This is the first occasion  
that dengue has come under my notice during  
a long residence in the South. The description  
of the disease given by Manson in his *Tropical  
Diseases* is most accurate—a true picture of  
the disease. At the time of writing this report  
no cases of bubonic plague have come under my  
notice, and from daily inquiries there is no  
outbreak in the town, though this is the time  
of year the disease is prone to make its ap-  
pearance in this neighbourhood. No Euro-  
peans now live in the town, and more houses  
have been built on the healthy plain to which  
I have so frequently referred to in previous  
reports

## **THE TRADE OF JAPAN.**

EXPORTS AFFECTED BY THE WAR.

Sugar and kerosene oil are now being import-  
ed into Japan in large quantities in anticipation  
of a rise in the rates of Customs tariff. The  
export trade has been generally in a depressed  
condition of late owing to the situation in the  
Far East. The foreign trade of this country  
from the 11th to the 20th resulted, in con-  
sequence, in an excess in imports of Yen 1,9-  
35,653, which makes a total of Yen 11,687,697  
from January last.

## **NAGASAKI SHIPPING REPORT FOR 1903.**

The total number of steam and sailing  
vessels that visited Nagasaki last year was  
6,381, 2,996,229 registered and 4,948,496 gross  
tons, inclusive of 5,057 coasting vessels with  
793,109 registered and 1,364,650 gross tons.  
The foreign trading vessels were therefore  
1,324 in number, the detail being as follows:—  
Nationality. Vessels. Registered Gross.

Nationality.	Vessels.	Registered	Gross.
Japanese.....	727	808,795	1,352,812
British.....	198	544,630	883,468
German.....	67	308,112	491,772
Russian.....	176	252,686	453,508
U.S.A.....	53	218,691	383,273
Norwegian.....	45	31,548	54,433
French.....	8	16,163	30,703
Danish.....	13	10,809	1,801
Swedish.....	2	3,323	5,177
Dutch.....	2	3,224	5,138
Austrian.....	2	2,629	4,570
Korean.....	2	123	181
Total.....	1,324	2,996,229	4,948,496

# **THE BISMARCK OF JAPAN.**

MARQUIS ITO.

In the East they call Marquis Ito the "Bis-  
marck of Japan." "The emperor," says a re-  
cent telegram, "has had a long talk with Mar-  
quis Ito before convening the Council of  
Ministers to consider the text of the note to be  
addressed to Russia. It is believed that Mar-  
quis Ito is kept well informed regarding the  
framing of the Japanese note."

As I read that despatch the face of the foreign  
statesman, the most remarkable that the last  
century has produced in the Orient, came vivid-  
ly before my memory. Again I beheld his  
deep wrinkles in brow and cheek; his eternally  
stereotyped smile, disclosing the pointed white  
teeth between the blanched lips; the extra-  
ordinary keenness of the eyes that looked out  
through gold-bowed spectacles; and especially  
the prodigious and disturbing quickness of the  
glances that sought and found and recorded  
whatever was of interest to the mind that con-  
trolled them.

It was three years ago, in a London salon,  
that I met him; and there we had a long talk.  
To-day I have rediscovered the brief notes I  
had then jotted down in my journal.

As he told me the story of his political  
career I felt as if I were turning the pages of  
some Oriental story of Haroun al Raschid.  
He was twenty years old when he first took  
office under his country's Government. The  
old mikado, Komei Tenno, made him his  
friend and one morning summoned him to the  
palace. "You have," said he, "the making  
of a statesman, and perhaps you are destined  
to become the prime minister of Japan, but to  
this end you must give yourself a broad  
education. Especially you must understand  
Europe."

At the expense of the imperial treasury, Ito  
was despatched in company with another  
distinguished Japanese gentleman, Count  
Iwano, on a journey to England. There he  
remained fifteen months studying English  
and the institutions of Great Britain; he  
observed men and affairs and ships, ships most  
of all. At the end of the fifteen months he  
returned to the Orient and threw himself  
headlong into the war in which Japan was then  
involved. On his way home he left the passenger  
steamer and enlisted as a simple sailor on board  
a man-of-war; took part in the naval battle that  
was fought beneath the walls of Shimonoseki;  
and then, still in sailor's dress, negotiated with  
the foreign Powers in the name of his  
emperor. He was twenty-two years old.

When the treaty of peace was signed he was  
made governor of Hyogo, and in 1868 at the  
age of twenty-eight he was made minister of  
finance. Then followed cabinet after cabinet  
and ministerial combination after ministerial  
combination without reference to Ito. Later,  
however, he was seven times made minister  
and four times president of the council.

One day the younger emperor, Mutsuhito,  
had Ito called to him, and addressed him in  
almost the same words which his father,  
Komei Tenno, had used: "You are a great  
minister, but you must still inform yourself  
more broadly. My father sent you to study  
Europe; I am going to send you to study  
America."

So, always at the expense of the imperial  
treasury, Ito set out to learn about the United  
States. As a result of the investigation, he  
brought back the outlines of a constitution for  
Japan. Of this let him speak for himself:

"It was by no means an easy thing to  
make a constitution for a country which had  
never so much as heard of parliamentary gov-  
ernment. I had no model to guide me in all  
our history, and it was necessary to build sound-  
ly for the future. I tried to forget all the con-  
stitutions of all the Western nations and to frame  
one which would be adaptable to Oriental  
peoples. I asked myself how Buddha would  
have acted under the circumstances and what  
Confucius would have done if he had been  
required to establish a parliamentary regime,  
and I flatter myself that I succeeded pretty  
well in getting into their skins; for my con-  
stitution has worked beautifully for twenty  
years, and no efforts have been made to modify  
it in the slightest particular."

This man, who is perhaps a rather clumsy  
joker, had nevertheless profound political con-  
viction, and when he spoke of the duties of a  
party leader his voice assumed the inflections  
of genuine eloquence: "A political party,"  
said he, "must be really a guide for the masses,  
and to that end it must begin by maintaining a  
strict discipline and perfect order within its  
own ranks. Its chief rule must be the  
maintenance of an absolute devotion to the  
higher interests in its country, and it must  
particularly avoid giving office to mediocre  
individuals who have no other claim of  
preference than their political affiliations." His  
countrymen have given him the sobriquet of  
"Bismarck," and the emperor, who has four  
times called him to preside over the councils  
of the ministry, now makes him preside over  
the councils of the elder statesmen, as we have  
had occasion to learn through recent despatches  
—councils where all the old servants of the  
country and all the past glories of the empire  
are summoned together, and at which it is  
decided what part the nation is to play in an  
hour of anxiety and trouble.

Such an hour has just come to Japan, and  
that is doubtless why the emperor has had a  
long interview with Marquis Ito. What came  
of it? That is still a mystery. At that solemn  
moment perhaps this "Bismarck of the Orient"  
remembered the unforgettable words of the  
other Bismarck, "whose granite statue rises in  
the Place de Friedricshruve: "Never in my  
life have I declared war, unless I had more  
than a certainty of winning a victory."—Z.  
7/4/04.

# **TELEGRAMS.**

## **"HONGKONG TELEGRAPH" SERVICE.**

## **RUSSIAN CRUISER STOPS THE "HAIMUN"**

## **THE "TIMES" STEAMER SEARCHED.**

(From Our Own Correspondent.)

WEIHAIWEI, 7th April.  
10.56 a.m.

The Russian Cruiser *Bayan*  
stopped and searched *The Times*  
steamer *Haimun*, when the latter was  
cruising about thirty miles from  
Port Arthur.

[The s.s. *Haimun* was chartered, from  
Messrs. Douglas Laik & Co., prior to the  
opening of the present war by the proprietors  
of *The Times*. The vessel is fitted with the  
marconi apparatus and communicates with a  
station erected at Weihaiwei by permission of  
the British Government.—Ed., H.K.T.]

(Reuters.)

## **Anti-Government Plot in Korea.** LONDON, 5th April.

News from St. Petersburg says that the  
recent statements of an anti-Government  
plot in Korea are confirmed. The in-  
fluential pedlars guild is involved. The  
main object of the plot is to overthrow the  
pro-Japanese Government and depose the  
Emperor.

## **The War.**

A Japanese destroyer engaged in scouting  
at Port Arthur has discovered a channel,  
130 yards wide, available for the passage of  
ships.

LATER.

## **The Trans-Siberian Railway.**

M. Khilkoff has returned to St. Peters-  
burg to confer with the authorities. He  
says that the scarcity of cars and locomotives  
on the Eastern section of the railway has  
been remedied; west of Irkutsk ten trains,  
beyond Lake Baikal nine goods trains, be-  
sides passenger and military trains, are run-  
ning daily in either direction. M. Khilkoff  
returns in a fortnight to supervise the con-  
struction of the circum-Baikal line.

## **PARTNERSHIP DISPUTE.**

The Acting Puisne Judge, Mr. T. Sercombe  
Smith, heard an action in the Supreme Court  
this morning, in which the L. Lung Wo Ki firm  
sought to recover \$154.93 from the Tsung  
Ying Ki firm in the respect of goods sold and  
delivered.

Mr. O. D. Thomson appeared for the plain-  
tiffs, while Mr. E. J. Grist, (of Messrs. Wilkin-  
son and Grist) represented the defendants

## THE WAR.

THE AREA OF OPERATIONS  
IN KOREA.

[BY ANGUS HAMILTON.]

The area of immediate activity in Korea lies at the present moment in the region immediately between the watershed of the Yalu and the city of Pyongyang. Until the Japanese have arrived at the Yalu, however, affairs of outposts only will occur, since ordinary military precaution demands that either side should project in advance of their position a screen of outposts by which to cover their preparations. It is, therefore, unlikely for the moment that any engagement of importance will take place. Various scattered parties of troops will still maintain observation of each other, any general action between the opposing forces being reserved until the Japanese are in touch with the Yalu position.

Preparations to this end, we may take it, are being pushed ahead rapidly, and in the meantime a general lull in the development of the campaign is noticeable. The pause which thus takes place is a merciful one for the interests of the Russians, whose lack of preparation becomes more apparent as the days pass. Indeed, it is to be doubted whether any power played for so grim a hazard with so little in hand. In every direction there is a complete absence of supplies and materials; the chaotic condition of the Russian communications making it impossible that any force can be detached from the Yalu and Liaison positions, as well as the work of holding the railway, to take the initiative in Korea. The alternative may be less disastrous, since the Russians fight well on the defensive.

There is no doubt that the weakness of the Russian position is well known to the Japanese, who otherwise would not proceed at once to convert Pyongyang into their advance depot of supplies. If the Russians were capable of taking the field in for the position of Pyongyang, lying within the area of operations, would be too hazardous for the Japanese to attempt to seize before they had come to conclusion with the forces of their opponents. As it is, stores and men are moving through to Pyongyang without any sign of haste or any evidence of extraordinary precaution. This procedure, therefore, suggests that the Japanese possess exhaustive information upon the subject of the Russian condition, and if this premise is accurate it is impossible that the Russians can afford to move in any numbers across the Yalu.

The position which the Japanese are now holding permits a line from Pyongyang to Won-san to be taken up by their forces. Against this, there is evidence which shows that the Russian advance screen extends to Syak-chyon, a little south of An-chu-yu, where the advance main body is located. Corresponding with this movement, a mixed force of Cossack mounted and dismounted men has arrived at Tan-chyon, on the east coast, some sixty miles north of Won-san. If reliance may be placed upon the existence of this force in the field, it would appear that the Russians are in occupation of the northern region, with the intention probably of uniting these two forces and falling back on the Yalu position. If the occupation by the Japanese of Hun-chun is right, it will be difficult for the force who have now arrived within the vicinity of Won-san to retrace their steps along the east coast of Korea to the Russian frontier. The only practical route is one which crosses the peninsula due west, and enables a meeting of these two advanced Russian forces to take place somewhere in the vicinity of An-chu-yu. The position of An-chu-yu is convenient for the Russians, since from that point, and running in a north-easterly direction, immediate observation of the movements of the Japanese forces along the Pyongyang and Won-san line on either side of the Peninsula is possible.

This definition of the location of the Russian and Japanese forces and their positions in Korea corresponds with the indications which have already been given of the direction in which the Japanese will advance. With Won-san, Chemulpo, and Fusan as their bases, the concentration of troops which is taking place in Southern Korea is independent of any action which may be attempted from the base which they have recently established at Pussiet Bay. In all probability, the Japanese will not use Fusan much longer as a base to their operations in Northern Korea. The supplies and men necessary to hold Southern Korea may deploy through Fusan, but for the immediate purposes of the campaign, Chinampo and Won-san will represent the immediate bases with the estuary of the Yalu and the Pussiet Bay as the ultimate bases of the future operations.

It is unlikely that any great movement will take place from Pussiet Bay until some definite result has been obtained in the direction of Port Arthur and the Yalu. The Yalu and Liao Rivers are, however, the turning key to the operations upon land, and from their position on the flanks of the Liaotung Peninsula the strategic advantage rests with the Russians until the Japanese have made their attempt to invest Port Arthur or to cross these rivers. The movement of troops elsewhere is, supplementary to the general disposition of the forces, which disposition is contained in brief by the line of front occupied on the Yalu. The extremities of the Russian position there, Ta-tung-kao and Wiju, hold the line against which the Japanese must necessarily advance if they wish to win Port Arthur. The deployment of a force through Hun-chun and down the coast with greater prospect of success, since it will be necessary for the Russians to leave their force across the two fronts, thus weakening the centre of the Yalu position, in order to hold in check any movement from Hun-chun. Until the Japanese attempt has been made against the Yalu, however, Port Arthur will stand intact, the strength of the position being sufficient to prevent the landing of troops at Tchien-wan and Dalny, and the operations on sea may provide a

certain naval flourish, they are at the moment subsidiary to the principal features in the situation, although they serve to distract attention from the operations on land. In the meantime, however, while the ineffectual bombardment of Port Arthur continues, Japan is gradually securing the lines of communication in Korea and bringing up her forces to the strength which the scope of her operations will demand. Many days, however, must elapse before the campaign may be said to have moved beyond its present and preliminary phase.

## "EMPRESS" AS CRUISER.

In regard to the report that orders had been given the company to transform the steamships of the Empress line, plying between Vancouver and the Orient, into armed cruisers, we find that it was reported that the *Empress* shipped at Hongkong their six-inch guns and all the necessary equipment for making the important change in their capacity. It was also understood in Vancouver that the *Empresses*, until the termination of the present war, are to maintain the vigilance and readiness for emergencies while at sea that would be observed on board a British ship of war. On the *Empress* at suitable spots on the broadsides there are sponsons on which the six-inch guns are mounted with their steel shields, while the ammunition for the guns is kept at places handy to the guns, and well protected from possible stray shots. The vessels are specially strengthened all around the gun sponsons to check the strain of gun fire, although the carriages of the six-inch weapons are fitted with the Vavasseur recoil apparatus which gathers up the recoil and allows the gun to return to firing position without handling. Owing to their speed and coal capacity the *Empresses* would make armed cruisers of no mean power. As is generally known, the officers and crews of those fine vessels are naval reservists, thoroughly trained for their duties in case of any trouble. In the event of Great Britain being drawn in the quarrel, the *Empress* would play no unimportant part in the conveyance of troops and stores.

## SEA FIGHTING.

From an engineering point of view the naval operations in the Far East are of surpassing interest, inasmuch as they constitute well nigh the first serious fighting that has occurred with modern appliances. It is a singular circumstance that the Japanese have now twice gained experience in sea fighting where we as yet have none, and our American cousins in the Spanish war very little. It would be wrong to generalize from the very meagre details yet to hand of sea fighting last month in the Far East. So far as yet appears, the torpedo, once so dreaded as to be threatened with condemnation as an infernal machine, is infinitely more merciful in operation than shell fire. It is true that the ships torpedoed lay at anchor in a port where they could not well sink far enough to drown their crews, and indeed the picture drawn by the New York Herald's correspondent of the *Perseus*'s cook calmly throwing out slops on the morrow of the disaster, gives a serio-comical touch to the affair. In that case the torpedoed ships have been simply put out of action more or less temporarily without any more serious loss of life than was richly deserved by a force caught so flagrantly napping. It would be a very different affair in deep water, but then the torpedoing of ships in steam at sea is not so easily effected. The more recent torpedo action in a snowstorm would tend to show that Nature can occasionally be effectively used to dispense with the need for submarine boats.

Coming to the shell-fire actions it is interesting to note how terribly successful it was off Chemulpo against cruisers, and how relatively harmless at Port Arthur against fully armoured ships. It has long been foreseen that a shell bursting among a crowd of men inside an iron box has would convert a stricken ship's 'ween decks into most ghastly shambles. That appalling forecast has been verified almost to the letter, and the lesson that seems first to be learnt is that a cruiser should not let herself be caught in narrow waters where her speed and manoeuvring power cannot be utilised for avoiding shell fire. It looks as if the doomed ships at Chemulpo were far from well-equipped for the dread baptism of shell-fire they so gallantly went forth to face. Before saying more than that one would like to have more reliable particulars of the extraordinary 8,000-yard range at which, according to the telegrams, the Japanese made such good practice, even admitting that the sea was so smooth as gave a steady platform. The chief lesson, so far, seems to bear on the business of the deck officers more than of the engine-room, or even than on the designer's functions. It is: Don't get caught napping particularly in narrow waters, more especially on a partially armoured craft—above all where you have no battleships to retire upon.—*Indian Engineering.*

Commander Hirose, who was killed in the second attempt to block Port Arthur, was decorated with the Golden Kite Insignia, Third Order, Insignia of Small Rising Sun of Fourth Order of Merit and granted a pension of ¥700. Senior Sergeant Sugino, who was also killed, was decorated with the Insignia of the Order of the Golden Kite and the Insignia of the Single Royal Rising Sun Order and a pension of ¥400.

The last moments of Commander Hirose and the marine officer Sugino, both of the *Fubai*, are as follows. When the vessel was about to drop anchor, Sugino descended into the hold to ignite the explosives, and the enemy's torpedo struck the ship and killed him. Commander Hirose, when the crew had got into the boat, not seeing Sugino re-appeared through the ship. The sinking vessel compelled him to take to the boat and as they were retreating, a missile struck the Commander on the head, causing his body to go overboard and leaving nothing behind but a piece of flesh. In connection with the brush at Chongju on the 28th ult. it appears that it was part of the cavalry of the Imperial Bodyguard that was engaged with a detachment of the Chichinsky Cossack regiment of 24-Battal Cossacks under

the command of Colonel Pavloff. The cavalry scouts which were operating as far as Wiju were the first and fifth companies of the Argunsky regiment. The first-named regiment comprised 88 soldiers and 55 non-combatants, and had 51 waggoners attached, apparently belonging to the commissariat department. The Japanese army found, in the vicinity of Ka-san, a military suit of clothes bearing the crest of the First Regiment, together with a number of overcoats and some of the Russian military equipment.

## ON THE WAY TO THE FRONT.

S.S. Ping-Tsing (Off-Moji),  
March 23rd.

It was well in the middle watch when the long-awaited for "clang" of the antiquated stand-by bell rang out and the mud boat slowly unbeat itself from Dai Nippon. A cold Nor'easter is blowing, and I anticipate a rough passage.

It has fallen to my lot in my time to be mixed up in all kinds of floating craft; but "this here 1861-er" with her Chinese flag and Japanese crew beats all. About the size of one of the Clyde chubbs, and quite as speedy, she accommodates (?) 252 passengers. Once known as the *Hee Min*, she was no doubt (40 odd years ago) a flyer; but as I have progressed, and her old compound engine as it wheezes out its chorus would supply Bobby Burns' ghost "a song of steam." Having made sundry calculations in regard to the vessel's two boats, four life belts, and twelve wooden buckets, I have decided to stick quite close to the "rice boiler" and give the other 251 a chance.

Together with me, and closeted in a wee room, are three others; two are correspondents for Tokyo papers bound for Chemulpo. As anticipated, the weather outside Rokusen was sufficiently bad to cause the skipper to anchor, and we lay bobbing about for the remainder of the night. It was not, indeed, until 3 p.m. on the 22nd that the sea moderated and we were able to start again.

Fusan, Mar. 23.

At 6 a.m. we made the rocky coast line, and soon afterwards passed the precipitous cliffs that mark the entrance to the land-locked bay. Winding round the base of a fir-crowned hill, and the town of Fusan came into view. To the westward a roadway cut through the soft hill leads to the railway terminus, and we could see a couple of engines hauling trucks on the sidings. Surmounting a hill, as one glances towards the railway buildings are imposing foreign-built houses, and over one of them floats the red ensign. Further along, half-hidden, are more buildings of substantial structure. A small breakwater, about half-a-mile in length, runs along the water front, some 200 yards from the "bund." At one end of this breakwater is situated the Customs compound and the *hatoaba*.

One's first impression of Fusan is that the town is decidedly Japanese, from the sampans that carry you ashore to the houses and streets. But the Koreans and their garments are decidedly strange to the new-comer. At first the pure white of the kimono reminds one of priests; but the soiled and dirty linen of the labouring classes makes a somewhat unpleasant contrast.

The streets on close inspection prove ill-kept and dirty, and although the telephone and electric light have come, there appears to have been no attention paid to sanitation. Rumour reaches the camp, via Chemulpo, of "the fall of Port Arthur," and quite a thrill of excitement runs through the populace. We leave at noon for Chemulpo.—*Kobe Chronicle.*

A St. Petersburg dispatch reports a great scarcity of foodstuffs for the armies en route to Manchuria. The problem is becoming so serious that army officials are apprehensive lest they become unable to deal with it. Meat rations are sparingly served on the long trip across Siberia, in view of the many delays on the way, and the troops for the most part are subsisting on sour soup with cabbage. Notwithstanding this grave situation, General Kuropatkin declares the soldiers are in fine fettle and they will surprise the world by their willingness and capacity to meet the exigencies he admits are ahead in the bitter campaign. Tea is not provided by the authorities, but nearly every company supplies itself though the men receive only seven roubles a year. The Captain says that tea keeps the rank and file in humour to bear hardship and face danger. Every railway in Russia is carrying soldiers to junction points that connect with the Trans-Siberian line. Troop trains are followed by processions of cars lined with ammunition, guns, two-wheeled carts and hospital supplies. The soldiers are generally between 21 and 27 years of age, and are said to be full of vigour. Their uniforms are plain almost to the point of meanness. When the troops reach the military storehouses east of Lake Baikal they are provided with long sheepskin overcoats and double jackets of deerskin or goatskin. Each company is under direction of its Captain and supervises its own kitchen and nominates its cook and provision master. All matters pertaining to the company are managed with great efficiency as a majority of the soldiers are peasants accustomed to highly developed communal existence.

## "TEIKOKU GUNJIN YENGO-KAI."

From the Nippon Yusen Kaisha, who, with the Yokohama Specie Bank and the Mitsui Bussan Company, is receiving subscriptions in Hongkong on behalf of the association for relief of those serving in the Japanese Army and Navy, we have received a small pamphlet setting forth the act of endowment, and giving a statement of object. The latter is as follows:—At this sublime moment, when our soldiers and mariners are fighting in defense of our country against one of the great neighbouring powers, nobody can deny that we are in the face of an extremely serious crisis, the magnitude of which is unparalleled in the history of our past. It is unquestionably a moment when the whole nation ought to stand up in the cause of the public weal. The young and robust are with the flag; they have to sacrifice all

their personal interests for their country's sake. They can not attend to their aged and decrepit parents, can not nurse their sick and dying wives, can not lend ear to the cries of hunger of their beloved children. Is there any one possessing the common feelings of humanity who can look with calm unconcern upon these pathetic scenes of heroic patriotism and self-sacrifice? The State must of course take steps to provide for those that sacrifice their family interests on the altar of country, and we learn with pleasure that the Government is now submitting suitable projects for the consideration of the competent authorities. But we have to take into consideration the fact that any measure of relief undertaken by the State must be subject to the restraints of rule and be governed by the general average of visible facts, so that account can not be taken of the special circumstances of each family and each member of a family. Besides, the amount thus granted in relief necessarily can not be superabundant. It might be enough for families with few members in remote village regions, but it would be evidently insufficient for large families residing in populous cities. Hence the necessity of resorting to private initiative and of supplementing these insufficiencies, correcting these inequalities, and endeavouring to meet the needs of each suffering family. Compatriots, it is our duty to look to the welfare of the weak who are dear to those that are spilling their blood and risking their all in defense of the honour of the nation. Let us at least endeavour to enable them to face death in their country's cause with peaceful heart—assured that the spectre of starvation will not menace the loved ones they leave behind. This is at once the duty and the privilege of their fellow-countrymen, and we appeal to the public to co-operate heartily in the discharge of the solemn obligation. We may add that though this Association has been founded in view of the present crisis, it may subsequently happen that the result of the work done may suggest the advisability of continuing the Association as a permanent institution.

Following are items from the N. C. D. News:—

Tokio, 31st March. In the engagement at Chongju on the 28th of March, five Russian officers were severely wounded, and three Cossacks killed and twelve wounded. Major-General Mischenko was present at the engagement.

The Russian attempt to neutralise Newchwang has failed, owing to the British statement that it must be dependent on the withdrawal of the Russian troops.

The Russian administration at Newchwang having issued preliminary regulations with regard to the military control of the port, the Foreign Consuls on the 28th of March asked their home governments for instructions on doubtful points.

Tokio, 1st April.—It is stated on good authority that the Russian force between Chiu-lin-cheng and Fenghuang-cheng has now reached about one army corps. Relays consisting of five or six men each are posted every one or two li between Chiu-lin-cheng and Antungshien. The Russians are hastily erecting entrenchments in the Yalu valley with the object of keeping open their communications. Seven have been finished at Antungshien, and five or six more are under construction.

Tokio, 3rd April.—The Yalu is thawing. It is reported that the Russians have withdrawn from Shonchuyon, midway between Chongju and Wiju.

The contributions to the Soldiers' Relief Society have reached one million yen.

## THE TOMB FESTIVAL.

The Tsing Ming, or tomb festival, which was celebrated throughout China on Tuesday last, and was responsible for much inconvenience regarding "boy piggin," is one of the three principal annual festivals of the celestial Empire, the other two being the New Year and the Mid-Autumn festivals. They date back probably no farther than the earlier years of the Ming dynasty. The Tsing Ming festival may be called the Festival of the Dead, and it reminds one very forcibly of *Le Jour des Morts* which is celebrated in Paris on the last day of the year, when so many thousands of the Parisians repair to the cemetery of Père la Chaise, where their friends and loved ones are sleeping, so in China, on the Tsing Ming festival, immense numbers of the people repair to the graves of their ancestors to worship and sacrifice at their tombs. This no doubt was originally done merely as an act of remembrance of the dead, but it has apparently, in later years, degenerated until at the present time it would seem to partake more of the nature of an attempt to conciliate or propitiate the spirits of the dead, of whom the Chinese stand in perpetual dread. As we know to our cost, the Chinese who are away from home when this feast comes round, use every effort to return to where their ancestors lie buried, in order that they may perform the necessary worship, which is to them a matter of supreme importance. The common people, not having ancestral halls of their own, perform their worship before the ancestral-tablet which is found in every home, and in which the Chinese believe the spirits of their ancestors reside. The curious old custom of eating fruit and flower cakes at the graves of their ancestors at the Tsing Ming festival is still observed by the Chinese who are desirous of fulfilling their filial duties and obligations, although, perhaps, not to the same extent as formerly. This custom, however, originated in the Hao-chih or Cold Food Festival, which is probably still more ancient than the Tsing Ming festival, and which was formerly celebrated on the day preceding that festival. But this old feast seems to have been forgotten, or, being so near Tsing Ming has caused it to be incorporated with it, says a writer on the subject. An old Chinese work, referring on the Hao-chih festival, says that anyone who on this day eats hot food will have his rice-fields destroyed by hail.

## YOKOHAMA SPECIE BANK.

Following is the forty-eighth report of the Yokohama Specie Bank, Limited, presented to the shareholders at the half-yearly ordinary general meeting, held at the head office, Yokohama, on 10th ult.:—

Gentlemen.—The directors submit to you the annexed statement of the liabilities and assets of the bank, and profit and loss account for the half-year ending December 31st, 1903.

The gross profits of the Bank for the past half-year, including yen 555,245 brought forward from last accounts, amount to yen 7,215,219, of which yen 5,597,551 have been deducted for current expenses, interests, &c., leaving a balance of yen 1,617,667.

The directors now propose that yen 110,000 be added to the reserve fund, raising it to yen 9,320,000. From the remainder the directors recommend a dividend at the rate of twelve per cent. per annum, which will absorb yen 720,000, on old shares and yen 360,000 on new shares making a total of yen 1,080,000.

The balance, yen 427,667 will be carried forward to the credit of next account.

NAGATANE SOMA, Chairman.

Head Office, Yokohama, 10th March, 1904.

BALANCE SHEET.	
Liabilities.	
Capital paid up	Yen 18,000,000
Reserve fund	9,320,000
Reserve for doubtful debts	369,609
Reserve for depreciation of buildings, premises, properties, furniture, etc.	607,345
Reserve for silver funds	400,000
Deposits (current, fixed, etc.)	72,871,851
Bills payable, bills re-discounted, acceptances, and other sums due by the bank	118,119,466
Dividends unclaimed	4,897
Amount brought forward from last account	555,245
Net profit for the past half-year	1,662,422
	Yen 221,200,837

Assets.	
Cash account:—	
In hand	Yen 5,110,030
At bankers	5,346,010
	Yen 10,456,041
Investments in public securities	22,113,466
Bills discounted, loans, advances, &c.	64,092,455
Bills receivable and other sums due to the bank	122,742,316
Bullion and foreign money	520,676
Bank's premises, properties, furniture, &c.	1,775,883
	Yen 221,200,837

## PROFIT AND LOSS ACCOUNT.

To Current expenses, interests, &c.	Yen 5,597,551
To Reserve fund	110,000
To Dividend—	
yen 6,000 per share for 120,000 old shares—yen 720,000	
and	1,080,000
yen 3,000 per share for 120,000 new shares—yen 360,000	
To balance carried forward to next account	427,667
	Yen 7,215,219
By balance brought forward 30th June, 1903	Yen 555,245
By amount of gross profits for the half-year ending 31st Dec., 1903	6,659,974
	Yen 7,215,219

[Decimals omitted.]

We have examined the above accounts in detail, with the books and vouchers of the bank and the returns from the branches and agencies, and find them to be correct. We have further inspected the securities, &c., of the bank, and also those held on account of loans, advances, &c., and find them all to be in accordance with the books and accounts of the bank.

NOBUO TAJIMA,  
FUKUSABURO WATANABE, Auditors.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9
Do. demand	1/9 1/16
Do. 4 months' sight	1/9 5/16
France—Bank T.T.	2 1/8
America—Bank T.T.	42 1/2
Germany—Bank T.T.	1/79
India T.T.	130 1/2
Do. demand	130 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	86 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	105 1/2

Buying.	
4 months' sight L/C.	1/9 7/16
6 months' sight L/C.	1/9 9/16
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	44
30 days' sight Sydney and Melbourne	1/9 11/16
4 months' sight France	2 2/8
6 months' sight do.	2 2/8
4 months' sight Germany	1 83/100
Bar Silver	25 1/2
Bank of England rate	4 1/2

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Per chest	
Malwa New	940/970.
Old	980/1,060
Oldest	1,100/1,160
Patna New	1,335
Benares New	1,315
Perian (Paper)	850/950

To-day's  
Advertisements.

TENDERS are invited for the Supply of CAULKERS to the NAVAL YARD. For Particulars and Forms for tendering, apply to the Chief Constructor's Office, Naval Yard.

F. B. OLLIS,

Chief Constructor.

Hongkong, 7th April, 1904.

[484]

## BUSINESS TRAINING COLLEGE.

## "SHORTHAND."

TO THE EDITOR OF THE "CHINA MAIL."

Hongkong, 5th April, 1904.

SIR,—Your correspondent X. Y. Z. in last night's issue should give his name and his OWN opinion, and not quote the Phonetic Journal. All Phonographers know the strong opposition the Pitman Institution shows to all systems that have any good and original ideas, and has been the means of casting aside temporarily several new shorthands and at least three splendid methods, to my knowledge far superior to the one named, invented over 60 years back by a Schoolmaster. Pitman's is obsolete; and as different as the CANDLEBURNED by Pitman, and the ELECTRIC light as used by the "up-to-date system." Sir Isaac Pitman told me at our last interview that our method as to certain strokes "was a clever inception," and I volunteered that so long as he lived I would introduce the new system to the public. I kept my word. It is the remaining partners that are so anxious to retain the Pitman Institute, and not one of whom, I am certain, know a lesson in the one I am so successfully introducing throughout the world. I do not lay claim to be the sole inventor, but only one of seven practical reporters from the British Houses of Lords and Commons and High Courts. I am prepared to teach Pitman's system to any idiot who is anxious to devote three years as against many months; and ten times the cost—I am, Sir, &c.

WARWICK PEELE,

Principal,

483] Studio: Business Training, near G. P. O.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 18th April, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th April, 1904.

## Intimation.

THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"

JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

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H. M. THE KING

and

HRH. the PRINCE OF WALES

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Shipping—Steamers.

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CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 10th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

\* At Daylight.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"MACHAON"	On 12th April.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 14th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"HYSON"	On 19th April.

S.S. "PING SUEY" left Victoria, B.C., for Japan and Hongkong on 24th March. S.S. "AGAMEMNON" will leave Victoria, B.C., for Japan and Hongkong on 21st April.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and TIENTSIN	"CHIHLI"	To-morrow, at Noon.
CEBU and ILOILO	"WUCHANG"	" " 4 p.m.
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	" " 4 p.m.
KOBE	"ANHUI"	15th April.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 9th April, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 16th April, at 10 A.M.
PERLA	1980	A. H. Nottley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 2nd April, 1904

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4371	A. Wagner	April 14, 1904.
"ARABIA"	4483	"	"
"AROGONIA"	5,198	"	"
"NUMANTIA"	4,370	"	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 3 P.M. and Sundays about 7.30 P.M. FARE.—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$8; 2nd Class, \$3; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Time and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers. WHARF.—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao. MING ON & CO., 2nd Floor, No. 16, Victoria Street. Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain Ramsey, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled. Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M. 1st Class.....\$3.00 for Single journey. 2nd " " 1.50 " " Meals " " 1.00 each. The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 116, Wing Lok Street, WENTD & CO., Canton Agents.

Hongkong, 2nd April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00  
Second Class European.....3.00  
First Class Chinese.....1.50  
Second Class Chinese......80  
Deck " "......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent.

THE PHARMACY, Queen's Road Central. Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,338.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

NAVIGAZIONE GENERALE ITALIANA, (Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Capt. Belito, will be despatched as above on MONDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th April, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on WEDNESDAY, the 13th inst., at 3 P.M. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 6th April, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL. (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA".....Early May.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 4th April, 1904.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Gibson, will be despatched as above to MORROW, the 8th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 7th April, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th April, 1904.

"Sanitas" Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and, administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingsley's Fumigating Candles

supply the safest and most convenient means of fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD. BETHNAL GREEN, LONDON, E.

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th April, 100 cts. per \$ Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk " 18

" Roast—Shiu " 18

" Breast—Ngau Lam " 14

" Soup, Tong Yuk " 14

" Steak—Ngau Yuk Pa " 18

" Serjolin—Ngau Lam " 16

" Sausages—Ngau Yuk Chung " 16

Bullock's Brains— " Know " per set 45

" Tongue fresh—Ngau Li " each 55

" " corned—Ham Ngau Li " 55

" Head—Ngau Tau " 55

" Heart—Ngau Sum " 9

" Hump, Salt—Ngau Kin " 13

" Feet—Ngau Kerk " each 8

" Kidneys—Ngau Yiu " 13

" Tail—Ngau Mei " 16

" Liver—Ngau Con " 9

" Tripe (undressed)—Ngau To " 5

Calves' Head and Feet—Ngau-chai-tau-keok " set 45

Mutton Chop—Yeung Pai Kw " 24

" Leg—Yeung Pei " 24

" Shoulder—Yeung Shau " 22

Pigs' Chittings—Chi cheong " 7

" Brains—Chi Kw " per set 3

" Feet—Chi Kerk " 12

" Fry—Chi Chak " 12

" Head—Chi Tau " 13

" Heart—Chi Sum " 13

" Kidneys—Chi Yiu " pair 18

" Liver—Chi Kon " 18

Pork Chop—Chi Pai Kwat " 18

" Corned—Ham Chu Yuk " 18

" Leg—Chu Poi " 22

" Fat or Lard—Chu Yau " 18

Sheep's Head and Feet—Yeung Tau " set 55

Keok " set 55

Heart—Yeung Sum " each 55

" Kidneys—Yeung Yiu " 55

" Liver—Yeung Con " 18

Sucking Pigs, To Order—Chu Chai " 17

Suet, Beef—Sang Ngau Yau " 17

Mutton—Sang Yeung Yau " 20

Veal—Ngau Chai Yuk " 15

Sausages—Ngau Chai Yuk Tong " 15

POULTRY.

Chicken—Kai Chai " 30

Capons, Large, Small—Sin Kai " 32

Ducks—Ap " 18

Doves—Pan Kai " each 20

Eggs, Hen—Kai Tan " per doz. 20

Fowls, Canton—Kai " 24

Hainan—Hoi Nam Kai " 24

Geese—Ngai " 21

Geese, Wild Shanghai—Sheung Hoi Ye " pair 3.50

Ngo " pair 3.50

Musk Deer—Wong Keung " each 55

Hare—Tu Chai " 55

Partridge—Che Khoo " pair 1.50

Pheasant—Shan Kai " pair 1.50

Pigeons, Canton—Pak Kup " each 25

" Hoihow—Hoihow Pak Kup " 25

Quail—Um Chua " 25

Snipe—Ngai Fa Chua " 25

Sparrows—Ngai Fa Chua " 25

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Gibson, will be despatched as above to MORROW, the 8th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 7th April, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th April, 1904.

"Sanitas" Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and, administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingsley's Fumigating Candles

## Shipping.

**ARRIVALS.**

Chingto, Br. s.s., 2,600, J. M. D. Howie, 6th April, Kobe via Kuchinotzu 31st Mar., Gen.—B. & S.

Kansu, Br. s.s., 2,200, Baddeley, 6th April, Tientsin and Chefoo 30th Mar., Gen. and Mules.—B. & S.

Apenrade, Ger. s.s., 920, Jurgensen, 6th April, Haiphong and Hoihow 9th April, Gen.—J. & Co.

Dagmar, Ger. s.s., 1,452, C. Gosewisch, 6th April, Saigon 2nd April, Rice.—M. & Co.

Themis, Norw. s.s., 1,600, Thomas, 6th April, Moji 1st April, Coal.—D. & Co., Ltd.

Nanshan, Br. s.s., 1,299, E. F. Stevel, 6th April, Saigon 2nd April, Rice.—B. & Co.

Marie Jensen, Ger. s.s., 2,200, Bendixen, 7th April, Java Ports 29th Mar., Sugar.—Tung Kee.

An Pho, Br. s.s., 966, J. Kynoch, 6th April, Saigon 2nd April, Rice.—Wofai Sin & Co.

Telemachus, Br. s.s., 1,340, J. Williamson, 7th April, Saigon 2nd April, Rice and Meal.—No Fat-shing.

Nanyang, Ger. s.s., 1,063, E. Hass, 7th April, Saigon 2nd April, Rice, Rice-flour and Fish.—Chinese.

Hailan, Fr. s.s., 377, Andersen, 7th April, Pakhoi and Hoihow 6th April, Gen.—A. R. M.

Hugen, Norw. s.s., 829, Gothey, 7th April, Moji 1st April, Coal.—Aigara Thoresen & Co.

**Departures.**

April 7.

Lyra, for Manila.

Formosa, for Shanghai, &c.

Chihli, for Tientsin.

Hailan, for Tientsin.

Talbot, Br. cruiser, for Singapore.

Waterwitch, Br. surveying-ship, for a cruise.

Kwangshing, for Shanghai.

China, for Saigon.

Kansu, for Canton.

**Passengers arrived.**

Per Kansu, from Tientsin, &c.—Mr. & Mrs. and Miss C. Strangman, and 6 Chinese.

Per Chingto, from Kobe, &c.—Messrs. Allan, Gillies, Wakeham, Capt. Hunter, and 3 Chinese.

Per Telemachus, from Saigon—74 Chinese.

Per Nanyang, from Saigon—Mr. Marcus, and 20 Chinese.

**Passengers departed.**

Per Triton, for Anping—Messrs. Louis C. Grant and S. Komaku.

Per Anping, for Shanghai—Mr. and Mrs. Arland, Rev. Father Arvier, Messrs. E. Bonnet, J. Hayashi, Nitta, Kammerer, R. J. Waindson, Cordelier, C. H. Ross, Butler and Smith. For Kobe—Messrs. H. Sharp, Wm. E. Bollig, A. Repas and Y. Yamane. For Yokohama—Mr. Antonio Constantine.

Per Armand Behic, for Saigon—Mr. and Mrs. Brizac, Messrs. L. Brenner, Williams and P. D. Proudhon. For Singapore—Mr. and Mrs. F. H. Marks, Mrs. Formai, Mrs. S. Nakamura, Mrs. Louise L. Homme, and Mr. George. For Colombo—Mr. K. Abdul Gaffar Sait Namazee. For Bombay—Mr. D. J. Karanja. For Port Said—Mrs. Sogorolsky and 2 children. For Marseilles—Mr. D. J. Karanja, Mrs. L. Peres, Mr. and Mrs. Guy Booker and child, Messrs. F. Ludinger, L. Hae, Pothell, Farbon, W. Whitton, L. D'Olivayre, Primault, Martin, Morvan, George, Poirier, Dabrege, Cadie, Repus, Karandy, Heaulure and True.

## Shipping Report.

Str. Edendale from Saigon—Strong N.E. winds from Paracels to arrival.

Str. Hailan from Pulo Sambo—Paracels strong N.E. winds, and rainy weather.

Str. Kansu from Tientsin—Moderate N.E. wind, sea smooth, fine clear weather throughout.

Str. Hailan from Swatow—Strong E.N.E. breeze, moderate sea, fine weather, sky overcast.

Str. Telemachus from Saigon—Experienced light to moderate N.E. wind and sea, fine weather, sky overcast.

Str. Dagmar from Saigon—Light N.E. winds till midnight the 5th inst., thence to port fresh N.E. wind, and thick with rain.

## Steamers Expected.

Vessels	From	Agents	Due
Malia	Singapore	P. & O. Co.	April 8
Athenian	Shanghai	C. P. R. Co.	April 8
Anhui	Manila	B. & S.	April 8
Jason	Singapore	B. & S.	April 10
Achilles	Singapore	B. & S.	April 10
Emp. of India	Japan	C. P. R. Co.	April 12
Hamburg	Japan	M. & Co.	April 12
Clavering	Kobe	C. C. Co., Ltd.	April 13
Gregory Peak	Singapore	D. S. & Co.	April 13
Indravelli	Japan	P. & A. Co.	April 14
Siberia	San Francisco	P. M. Co.	April 17
Lalung	Calcutta	J. M. & Co.	April 17
Taitar	Vancouver	C. P. R. Co.	April 22

Hongkong & Whampoa Dock Returns.

Lin Tan ..... at Kowloon Dock.

H.I.G.M.S. Moewe .. " " "

## Vessels in Port.

**STRAMMER.**

Andrea Rickmers, Ger. s.s., 1,020, H. Kohn, 6th April, Bangkok 30th Mar., Rice and Gen.—B. & S.

Artemisia, Ger. s.s., 3,656, E. Groumeyer, 5th April, Singapore 29th Mar., Gen.—H. A. L.

Australian, Br. s.s., 1,784, W. G. McArthur, 6th April, Kobe 1st April, Gen.—G. L. & Co.

Benlawers, Br. s.s., 1,421, H. W. Bee, 5th April, London and Singapore 30th Mar., Gen.—G. L. & Co.

Bourbon, Fr. s.s., 997, Antoni, 30th Mar., Saigon 26th Mar., Rice.—Man Fat.

Brunhilde, Ger. s.s., 850, Selck, 3rd April, Samarang 25th Mar., Sugar.—Order.

Capri, Ital. s.s., 4,027, G. Belsito, 4th April, Bombay 17th Mar., and Singapore 29th, Gen.—C. & Co.

Doric, Br. s.s., 4,975, H. Smith, R.N.R., 6th April, San Francisco 5th Mar., Honolulu 12th, Yokohama 25th, Kobe 27th, Nagasaki 29th, and Manila 4th April, Mails and Gen.—O. & O. S. S. Co.

Edendale, Br. s.s., 717, Moss, 6th April, Saigon 31st Mar., Rice.—Master.

Else, Ger. s.s., 903, Petersen, 5th April, Saigon 31st Mar., Rice and Flour.—J. & Co.

Evandale, Br. s.s., 2,468, Buyers, 5th April, Penarth 13th Feb., Coal.—Admiralty.

Foo Shing, Br. s.s., 1,428, T. Arthur, 27th Mar., Moji 21st Mar., Coal.—J. M. & Co.

Hailan, Br. s.s., 783, Gibson, 6th April, Swatow 5th April, Gen.—D. L. & Co.

Haogang, Br. s.s., 1,356, S. Wilde, 3rd April, Calcutta 12th Mar., Penang and Singapore 28th, Gen.—J. M. & Co.

Holstein, Ger. s.s., 985, Hansen, 4th April, Saigon 31st Mar., Rice and Gen.—Yuen Woo & Co.

Itaura, Br. s.s., 3,363, C. R. Kendall, 2nd April, Moji 27th Mar., Coal.—J. M. & Co.

Johanne, Ger. s.s., 952, Ipland, 5th April, Saigon 31st Mar., Rice.—J. & Co.

Kumsang, Br. s.s., 2,077, E. J. Buller, 2nd April, Saigon 30th Mar., Rice.—J. M. & Co.

Loongsang, Br. s.s., 1,092, G. S. Weigall, 5th April, Manila 2nd April, Gen.—J. M. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 29th Mar., Bangkok 23rd Mar., Rice.—B. & S.

Mausang, Br. s.s., 1,644, S. J. Payne, 25th Mar., Sandakan 19th Mar., Timber and Gen.—J. M. & Co.

M. Struve, Ger. s.s., 966, P. Brandt, 1st April, Tamsui 20th Mar., Amoy 30th, and Swatow 31st, Gen.—O. S. K.

Oscar II, Norw. s.s., 2,000, R. Olsen, 31st Mar., Moji 25th Mar., Coal.—M. B. K.

Pechaburi, Ger. s.s., 1,376, Hillmann, 3rd April, Kohsichang 27th Mar., Rice and Wood.—B. & S.

Pittanulok, Ger. s.s., 1,467, C. Fuchs, 3rd April, Bangkok 27th Mar., Rice and Timber.—B. & S.

Prometheus, Nor. s.s., 1,023, Lersbryggen, 4th April, Moji 30th Mar., Coal.—O. S. K.

Shantung, Ger. s.s., 1,687, Engelhardt, 4th April, Singapore 28th Mar., Kerosine.—Mr. G. McBain.

Tsintau, Ger. s.s., 1,002, O. Koch, 6th April, Bangkok 30th Mar., Rice and Wood.—B. & S.

Ujina, Br. s.s., 3,426, S. Boon, 31st Mar., Karatsu 26th Mar., Coal.—J. M. & Co.

Wuchang, Br. s.s., 800, Finlayson, 4th April, Hilo 31st Mar., Gen.—B. & S.

Zafro, Br. s.s., 1,611, Rodger, 4th April, Manila 1st April, Gen.—S. T. & Co.

**SAILING VESSELS.**

Algoa Bay, Br. bq., 1,111, Title, 4th Mar., Hongay 15th Feb., Coal.—B. & S.

Arrow, Br. 4-masted bq., 2,971, McDonald, 17th Mar., from New York, Kerosine Oil.—S. O. Co.

Vale of Doon, Sarawak bq., 669, Wesemeier, 24th Mar., Rajang, N.W. Borneo 18th Feb., Timber.—S. W. & Co.

**Ships Passed the Canal.**

Outward—4th March—Opack, Benlawers, Evandale, Cragoswald. 8th March—Jeric, Heinrich, Prince Jason, Sikh. 12th March—Achilles, Louis Trader, Marquis Baguet, Araba. 16th March—Standard, Armenia, St. Maridan, Kelvin, Maria, Klida. 18th March—Voronezh, Breishul. 22nd March—Hyon, Oldenburg, Darnach, Thyra, Palermo, Neri, Orange. 25th March—Aragoa, Palma, Strassburg, Salvig. 30th March—Aragonia, Bunnah, C. Ford, Laitis, Angus, Simoom. 6th March—Bayern, Pera, Moyun, Keemum, Ducalton, Ella, Sagami, Theodorville, Gerd. Homeward—16th March—Glenhith. 18th March—Alta, Alcinous. 30th March—Macguff, Radnershire. 6th March—Australia. Arrivals at Home—4th March—Yangtze, Glenroy, Pyrrhus. 7th March—Japan. 8th March—Glenfarg, Georgian Prince. 12th March—Ernest Simon, Sachsen. 16th March—Ambria, Himer, Princess Marie. 18th March—Louthier Castle, Syria, Vindobona, Maria Valeris. 22nd March—Yarra, Nestor. 25th March—Gara, Nubia. 30th March—Dighishire, Glenloch, Wurzburg. 6th March—Sydlitz, Tolder, Kintuck, Hudson.

## Post Office.

A Mail will close for:—

Canton—Per Pusan, 8th April, 7.30 A.M.

Swatow, Amoy and Tamsui—Per Hailan, 8th April, 9 A.M.

Bangkok—Per Pittanulok, 8th April, 9 A.M.

Swatow, Singapore and Bangkok—Per Pichaburi, 8th April, 9 A.M.

Yokohama and Kobe—Per Artemisia, 8th April, 11 A.M.

Macao—Per Hailan, 8th April, 1.15 P.M.

Cebu and Hilo—Per Wuchang, 8th April, 3 P.M.

Manila—Per Loongsang, 8th April, 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingto, 8th April, 3 P.M.

Hoihow and Pakhoi—Per Hailan, 8th April, 5 P.M.

Namtau—Per Taichun, 8th April, 5 P.M.

Sanbue—Per Hoi Fu, 8th April, 5 P.M.

Macao—Per Wingchai, 8th April, 5 P.M.

Canton—Per Kinsan, 8th April, 5 P.M.

Manila—Per Zafra, 9th April, 9 A.M.

Europe, &c., India, via Tuticorin—Per Ballarua, 9th April, 11 A.M.

Macao—Per Heungshan, 9th April, 1.30 P.M.

Shanghai—Per Lyemmon, 9th April, 2 P.M.

Namtau—Per Taichun, 9th April, 5 P.M.

Sanbue—Per Hoi Fu, 9th April, 5 P.M.

Macao—Per Wingchai, 9th April, 5 P.M.

Canton—Per Hankow, 10th April, 9 A.M.

Namtau—Per Taichun, 10th April, 9 A.M.

Sanbue—Per Hoi Fu, 10th April, 9 A.M.

Macao—Per Wingchai, 10th April, 9 A.M.

Singapore, Penang and Bombay—Per Capri, 11th April, 11 A.M.

Europe, &c., India, via Tuticorin—Per Hamburg, 13th April, 11 A.M.

Singapore, Penang and Calcutta—Per Kumsang, 13th April, 2 P.M.

Manila—Per Rabi, 16th April, 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Doric, 16th April, 12 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 27th April, 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 each.

10 stamps at 4 cents.

12 " " 2 "

12 " " 1 "

Until further notice the transmission of correspondence via Dalmy and the Trans-Siberian Railway is discontinued.

Parcels are now accepted for transmission to Batavia and the Dutch East Indies "direct." Scale of charges as follows:—

1 lb. to 3 lbs.—\$1.15

4 lbs. to 7 lbs.—\$1.50

8 lbs. to 11 lbs.—\$2.00

Greatest length 1 foot.

" length and Girth 4 feet.

No Insurance.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 7th at 10.55 a.m. The barometer has risen in Japan and fallen at all other stations, but more particularly in the Vangite valley.

A new depression exists to the south west of Shanghai, moving Eastward.

Gradients are slight on the China Coast and the monsoon is for the present interrupted. Light variable winds will prevail in the Formosa Channel and the northern part of the China Sea.

Forecast:—Light variable breezes overcast, misty.

	April 6 at 10 a.m.	April 6 at 4 p.m.
Barometer	29.98	29.91
Temperature	64	64
Humidity	87	93
Rainfall	0.04	—

## CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Th.	Hu.	Wind	W.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	30.00	—	NE 4	—
Hakodate	—	30.05	—	SW 4	—
Tokio	—	30.02	—	NW 4	—
Kochi	—	30.07	—	NE 2	—
Nagasaki	—	30.15	—	E 4	—
Kagoshima	—	30.15	—	NE 2	—
Oshima	—	30.12	—	S 2	—
Naha	—	30.05	—	—	—
Shikajima	—	30.05	—	SE 6	—
Taihou	5 a.m.	29.97	—	S 2	—
Taichu	—	29.94	—	—	—
Tainan	—	29.98	—	N 2	—
Koshun	—	29.97	—	NE 6	—
Pescadores	—	29.96	—	N 2	—
Weihaiwei	9 a.m.	29.98	56	ESE 2	—
Gutliff	—	30.01	57	SE 5	cm
Sharp Peak	—	30.02	55	NE 4	—
Amoy	6.30 a.m.	30.04	65	NE 1	c
Swatow	9 a.m.	—	—	—	—
Canton	—	29.95	69	SE 2	op
Hongkong	10 a.m.	29.97	62	N 3	o
Victoria Peak	—	—	—	—	—
Gap Rock	—	29.93	—	ESE 2	—
Macao	—	29.94	69	ESE 1	o
Haiphong	—	—	—	—	—
Manila	—	29.93	62	W 1	o
Bacolod	9 a.m.	—	—	NNE 4	c
Cebu	—	29.89	63	NNE 2	c
Iloilo	—	29.97	86	N 4	b
C. St. James	10 a.m.	—	—	—	—

## VISITORS AT THE HOTELS.

**HONGKONG.**

Anderson, Mrs. G. P. Mart, Mr. and Mrs. E. Anderson, Mr. McLean, T. P. Bad ng, Mr. and Mrs. Melkie, Mr. & Mrs. E. Black, Mr. and Mrs. Mildberger, E. Boggan, Mr. & Mrs. R. Miller, P. L. Bonner, E. Monro, R.N., Com. C. S. Borthwick, Mrs. R. W. Moore, J. H. Brown, W. S. Money, F. Buck, Hart. Murphy, Mr. and Mrs. E. O. Clark, W. G. Colson, F. S. Conneau, J. Coting, M. Oliver, R. T. & servant. Coulson, C. H. Osborn, Mrs. F. Davies, Mrs. J. T. Deacon, F. R. Deana, G. Debaulet, Mr. Derbyshire, J. H. Douglas, Capt. & Mrs. J. Downing, J. C. Dowson, A. Ehrlich, A. Ellis, Mr. and Mrs. A. Fisher, H. G. Glover, C. A. Graves, Jr. H. C. Hall, Capt. T. Hamel, F. E. Hamerley, B. F. Haughton, W. B. Haydon, J. T. Hooper, Mr. and Mrs. Hunter, W. S. Kelly, Rev. F. Joseph, Mr. and Mrs. E. S. Katsch, E. A. Kirkwood, Miss Kulka, F. Leggett, E. A. Lewis, A. R. Lewis, J. H. Macgowan, R. J. Marriott, Dr. O. Mast, Sidney.

**CONNAUGHT.**

Bell, Mrs. J. Howard, E. Bell, J. F. McKilligins, H. G. Boyce, W. B. Menashih, R. Braughton, J. H. Moir, Geo. A. Christie, Mr. & Mrs. D. Newborn, R. H. Cronin, John. Olegario, G. Davis, F. O. Rees, G. C. Dufour, Mrs. B. Roberts, A. G. Dutoit, Mrs. M. Robertson, W. R. Eyre, Mr. and Mrs. H. Rutherford, N. H. Harris, J. D. Sealy, Thomas C. Hayter, J. D. Trimingham, N. S. P. Heckford, R. G. Williams, W. H. Helme, E. B.

**KING EDWARD.**

Bish. Wm. N. Cogh, Mr. & Mrs. A. H. Eastman, M. G. Pate, G. M. Rose, Mr. & Mrs. T. J. Jameson, J. Watt. Kent, R.A., Lt.-Col. F. Stephens, Mr. & Mrs. M. J. D. Kent, Mrs. F. E. Talati, Mr. and Mrs. M. Muelle, Ed. (Consul for Peru) Vaughan, H. S.

**CRAIGHELM.**

Austen, R.N., Staff Helms, W. Surgeon and Mrs. Smith, Mr. and Mrs. Craiton, R. II. Danp, G. H. Duff, J. B. Gaskell, Mr. and Mrs. Menocal, D. A.

**PEAR.**

Ayres, H. McDermott, A. P. B. Bestie, J. M. Mortimore, Miss E. Peattie, M. P. Morris, Dr. and Mrs. Benson, Major & Mrs. Benson, Mr. & Mrs. Bunn, Major and Mrs. Bunn, Miss Brawn, Col. L. F. Pratt, Major and Mrs. Chapman, Mr. & Mrs. Chichester, Major and Mrs. V. W. Doran, J. C. Rauchboly, Mr. Reid, T. H. Dymock, P. A. A. Sawyer, Mr. W. E. Ferrier, Col. & Mrs. Sinclair, A. Foote, R. N. Capt. Smith, C. W. French, Major G. A. Smith, C. W. Grant, R.N., Eng. Lieut. A. R. Spackhaver, W. O. C. Hamilton, Major. Scales, Mr. and Mrs. Sutherland, Mr. and Mrs. J. and child. Hardy, R.N., Comm. Uffell, W. von. Hewitt, F. T. B. Holborow, Mr. Watkins, R.E., Capt. and Mrs. Hubbe, P. Jeffries, H. W. Watson, Mr. and Mrs. Lee, Mr. & Mrs. J. B. Wenborn, S. T. Lowe, D. R. White, Dr. and Mrs. M. J. Yates, Mr. & Mrs. C. C.

**THOMAS.**

Berrain, C. F. Palmer, Chas. S. Coyle, J. R. Schurr, Miss V. Crego, Mr. Sirind, A. S. Francis, G. Whitley, Mr. G. Giroud, Mr. C. Young, L. C. Hough, Dr. MacSwayed, Mr. Mier, F. Jensen, Mr. E. Kernan, L. E. Robin, G. Mendosa, Mr. and Mrs. William, S. F.

**KOWLOON.**

Baker, Col. Jowell, F. P. Brooks, Mr. Mitchell, Mr. Daniel, W. Murchie, Mr. Dye, H. S. Schifman, Dr. R. Bremonger, Lieut. Col. Yokura, K. and Mrs.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10/- & bonus of 10/- @ 1/8 = \$2.00	\$625 b.
National Bank of China, Ltd.....	£ 8	\$22.90 for half-year ending 31.12.1903	\$35 1/2 b.
Do. Founders.....	£ 1	3/6 = \$1 for 1903.....	\$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ltd. ....	\$ 100	32 per cent = \$32 per share for 1902 ....	\$475 b.
China Traders' In. Co., Ltd. ....	\$ 25	16 1/2 % = \$1 for year ended 30.4.1903.....	\$56 b.
North China In. Co., Ltd. ....	£ 5	Final of £1 making £2 for 1903 .....	Tls. 67 1/2 b.
Yangtze In. Association, Ltd. ....	\$ 60	20 % = \$12 for 1901 .....	\$135
Canton In. Office, Ltd. ....	\$ 50	30 % = \$15 per share for 1902 .....	\$175 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd. ....	\$ 50	\$22 1/2 per share for 1902 .....	\$285 ss.
China Fire In. Co., Ltd. ....	\$ 20	\$6 div. & \$1 bonus per share for 1902.	\$85
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd. ....	\$ 15	\$14 for half-year ending 31.12.1903 ....	\$27 1/2
Indo-China S. N. Co., Ltd. ....	£ 10	5 1/2 % = 10/- per share for 1902 .....	\$55 ss.
China & Manila S.S. Co., Ltd. ....	\$ 50	10 1/2 % = \$5 per share for 1902 .....	\$250
Douglas Steamship Co., Ltd. ....	\$ 10	Div. of \$3 for year ended 30.6.1903.....	\$31 b.
"Star" Ferry Co., Ltd. ....	\$ 10	\$1.20 = 12 1/2 % for year ending 30.6.1903.....	\$12 1/2 ss.
"Shell" Transport & Trading Co., Ltd. ....	£ 1	60 cts. = 30 1/2 % for 1903 .....	\$18 1/2 ss.
Taku Tug & Lighter Co., Ltd. ....	Tls. 50	Interim of 1/- for 1903 .....	19/-
Shanghai Tug & Lighter Co., Ltd. ....	Tls. 50	Final of 2 % making 4% for 1903 .....	Tls. 35
Limited .....	Tls. 50	Final of Tl. 2 1/2 making Tls. 4 1/2 .....	Tls. 47 1/2
Do. Preference .....	Tls. 50	Final of Tl. 1 1/2 making Tls. 3 1/2 .....	Tls. 40 1/2
REFINERIES.			
China Sugar Refining Co., Ltd. ....	\$ 100	Fin. of \$7 making \$12 for 1902 .....	\$117 ss.
Luxon Sugar Refining Co., Ltd. ....	\$ 100	\$3 per share for 1897 .....	\$10 ss.
Perak Sugar Cultivation Co., Ltd. ....	Tls. 50	5 1/2 % = Tls. 2 1/2 for year ending 30.9.03 .....	Tls. 50 b.
MINING.			
Panjin Mining Co., Ltd. ....	\$ 11	None .....	\$1 ss.
Société Française des Charbonnages du Tonkin .....	Fr. 250	Interim of Frs. 30 for 1903 .....	\$500
Raub Australian Gold Mining Co., Ltd. ....	£10.10.0	No. 12 of 1/- per share 28.1.01 .....	\$61
Chinese Engineering & Mining Co., Ltd. ....	£ 1	No. 2 of 1/- per share 26.10.03 .....	Tls. 6 ss.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd. ....	\$ 50	\$6 div. & \$1 bonus for 1-year 30.6.03.....	\$205 b.
S. C. Farham, Boyd & Co., Ltd. ....	Tls. 100	Interim of Tls. 5 for 1-year ending 31.10.1903 .....	Tls. 150 ss.
Hongkong & Kowloon Wharf & Godown Co., Ltd. ....	\$ 50	Final of \$24 making in all \$5 for 1903 .....	\$54 b.
New Amoy Dock Co., Ltd. ....	\$ 60	\$2 1/2 for 1902 .....	\$37 1/2 b.
Shanghai & Hongkong Wharf & Godown Co., Ltd. ....	Tls. 100	Final of Tls. 6 making Tls. 11 for 1903 .....	Tls. 170 ss.
LANDS, HOTELS AND BUILDINGS.			
Hongkong Land Investment & Agency Co., Ltd. ....	\$ 100	Final of \$6 making \$12 for 1903 .....	\$145
K'loon Land & Building Co., Ltd. ....	\$ 30	\$2.60 per share for 1903 .....	\$35 ss.
West Point Building Co., Ltd. ....	\$ 50	Final of \$1.70 making \$3.20 for 1903.....	\$53 ss.
Hongkong Hotel Co., Ltd. ....	\$ 50	\$5 for 2nd & 4-year 1903 .....	\$135 ss.
Astor House Hotel Co., Ltd. .... (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03 .....	\$34 b.
Hotel des Colonies Co., Ltd. .... (Shanghai)	Tls. 25	6 % for year ending 31.3.03 .....	Tls. 15 ss.
Humphreys Estate & Finance Co., Ltd. ....	\$ 10	9 per cent. for 1903 .....	\$10 1/2
Shai Land Investment Co., Ltd. ....	Tls. 50	Final of 6 % & bonus of 4 % making 10 % for 1903 .....	Tls. 107 ss.
COTTON MILLS.			
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd. ....	\$ 5	Final of 60 cents, making \$1 for 1903/1903 .....	\$14 1/2 ss.
Ewo Cotton Spinning & Weaving Co., Ltd. ....	Tls. 50	8 % for period ended 31.10.1903.....	Tls. 31 ss.
International Cotton Manufacturing Co., Ltd. ....	Tls. 75	Interim of 3 % on account of 1898 .....	Tls. 25 b.
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	Interim div. of 4 % on acct. of 1898 .....	Tls. 30 1/2 ss.
Soy Chee Cotton Spinning Co., Ltd. ....	Tls. 50	4 % for period ended 31.12.1897.....	Tls. 170 ss.
COAL AND TOBACCO COMPANIES.			
Alhambra, Ltd. ....	\$ 500	25 % for year ending 30.6.1900 .....	\$200
Philippine Co., Ltd. ....	\$ 10	First year .....	\$10 b.
Shanghai Sumatra Tobacco Co., Ltd. ....	Tls. 20	Interim of Tls. 3 per share .....	Tls. 53 1/2 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd. ....	\$ 10	15 % = \$1 1/2 per share for 1903 .....	\$23 1/2 ex div.
China-Borneo Co., Ltd. ....	\$ 12	60 cents per share for 1903 .....	\$8.10 ss.
A. S. Watson & Co., Ltd. ....	\$ 10	Interim of 5 % for 1903 .....	\$14 b.
Watkins, Ltd. ....	\$ 10	\$1 per share for 1903 .....	\$6 1/2 b.
China Provident Loan & Mortgage Co., Ltd. ....	\$ 10	8 % = 80 cents per share for 1903 .....	\$9
Hongkong Electric Co., Ltd. ....	\$ 10	90 cents for year ending 30.4.1903 .....	\$110
Hongkong Electric Co., Ltd. ....	\$ 5	45 cents for year ending 30.4.1903 .....	\$7
Hongkong & China Gas Co., Ltd. ....	£ 10	10 % div. and 1 % bonus for 1903 .....	\$140 b.
Hongkong Rope Manufacturing Co., Ltd. ....	\$ 50	\$10 for 1903 .....	\$140 1/2
Geo. Fawcett & Co., Ltd. ....	\$ 25	15 per cent = \$3.75 for 1903 .....	\$47
Hongkong Ice Co., Ltd. ....	\$ 25	Interim of \$12 making \$10 for 1903 .....	\$220
Hongkong High-Level Tramways Co., Ltd. ....	\$ 100	\$20 for year ending 31.11.1903 .....	\$500
Dairy Farm Co., Ltd. ....	\$ 6	\$14 for year ending 31.7.1903 .....	\$124 1/2 ss.
Campbell, Moore & Co., Ltd. ....	\$ 10	Div. of \$3 for 1903 .....	\$37 ex div.
Bell's Asbestos Eastern Agency, Ltd. ....	£10.12.6	.....	\$5 ss.
United Asbestos Oriental Agency, Ltd. ....	\$ 4	90 cents = \$9.70 for year ending 31.5.03 .....	\$9 1/2 b.
Do. Founders .....	\$ 10	.....	\$10 b.
Hongkong Steam Water-boat Co., Ltd. ....	\$ 10	Final of 6 % making 12 % for year .....	\$15 1/2
China Light & Power Co., Ltd. ....	\$ 10	None .....	\$5 b.
William Powell, Ltd. ....	\$ 10	Interim of 50 cents per share for 1903 .....	\$5 1/2
Maatschappij tot Mijp. Bosch en Landbouw exploitatie in Langkat, Limited .....	Gulden 100	Quarterly dividend of Tls. 10 paid 15.3.1904 .....	Tls. 285 ss.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	\$ 50	First year .....	\$50
South China Morning Post, Ltd. ....	\$ 25	First year .....	\$25
Telephone Address—"Rialto".			
Telephone No. 148, P. O. Box No. 117.			
Share Brokers.			
NOTE.—b=buyers, s=sellers, ss=sales.			

# NOTICE.

**THE WEATHER WILL BE EXCEEDINGLY COLD** AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

**BY THE WAY,** HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VCEUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERY ONE IN THE COLONY.

**N.B.**—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).